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SUPPLEMENT No. 4—1954

RELATING TO THE

MEDITERRANEAN PILOT

VOL. III

**WILSON  
ANNEX**

SEVENTH EDITION, 1946

CORRECTED TO 30th SEPTEMBER, 1954

Whenever reference is made to the Pilot,  
this Supplement must be consulted

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LONDON

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1954

*Gratis to purchasers of Mediterranean Pilot, Vol. III*



## ADVERTISEMENT TO SUPPLEMENT No. 4

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This Supplement has been compiled by Commander M. L. Harrison, R.N., from information received in the Hydrographic Department of the Admiralty since the publication, in 1946, of the seventh edition of the Mediterranean Pilot, Vol. III.

This Supplement should be retained intact for reference; its existence is to be noted on the tabular form inside the cover of the Pilot.

**Whenever reference is made to the Pilot, this Supplement must be consulted.**

Attention is called to the portions which differ from the *previous Supplement*, which are indicated in the following manner:—

Additions and alterations are enclosed by broad square brackets in heavy type.

Deletions are marked by a heavy horizontal line.

Supplement No. 3, 1952, is hereby cancelled and all information affecting the Mediterranean Pilot, Vol. III, contained in Notices to Mariners, up to and including No. 2186 of 1954, has been embodied in this Supplement; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the complete weekly edition of the Admiralty Notices to Mariners, should be consulted.

A. DAY,  
*Vice-Admiral,*  
*Hydrographer of the Navy.*

*Hydrographic Department,*  
*Admiralty, London,*  
*30th September, 1954.*

*relating to the*

# MEDITERRANEAN PILOT

## VOL. III

SEVENTH EDITION, 1946

(Corrected to 30th September, 1954)

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**Front fly-leaf.—Cautionary Notice.**—At the foot of the page insert:—

*Note.*—Mariners should always consult Admiralty Notice to Mariners No. 1 of the current year for the latest information on the subjects mentioned above.

**Page facing Cautionary Notice.**—Last line: *For “1, 4 and 7” read “1 to [19]”*

**Title page.**—*Delete “ALL BEARINGS ARE TRUE”*

At foot of page: *For “Ten Shillings” read “Twelve Shillings and Sixpence”*

**CAUTION** (*To face page ii*).—First paragraph, line 1: *For “ALL TRUE” read “REFERRED TO THE TRUE COMPASS”*

Fourth paragraph, line 1: *For “NAUTICAL MILES” read “SEA-MILES”*

Fifth paragraph, line 2: *For “NAUTICAL MILE.” read “SEA-MILE. IT IS OFTEN ACCEPTED AS BEING ONE TENTH OF A NAUTICAL MILE.”*

**[Tenth paragraph, line 1: *For “STEAM” read “POWER”*]**

**Page iii.**—Second paragraph, line 1: *For “The present edition” read “This, the seventh edition,”*

Lines 2-3: *Delete “all” to “publication.” and substitute “the latest information received in the Hydrographic Department.”*

Fourth paragraph, lines 3-4: *For “nautical miles” read “sea-miles”*

Penultimate paragraph, lines 2-3: *Delete “Admiralty” to “agents” and substitute “Hydrographic Supplies Establishment, Creechbarrow House, Taunton, Somerset, or from any of the Admiralty Chart Agents.”*

**Page vi.**—CHAPTER IX: *For “Coast of Italy” read “North-eastern and northern shores of the Adriatic”*

**Page vii.**—LIST OF VIEWS.—*Delete:—*

Light-structure about a mile south-south-westward of Pelasja point. . . . .

**Page ix.**—*Below* "Otočić Sestrica lighthouse" *insert*:—

|   |            |
|---|------------|
| Rt Veli rat lighthouse . . . . .  | facing 362 |
| <i>Below</i> "Scoglio Porér lighthouse" <i>insert</i> :—                      |            |
| View in two parts of approach to Luka Pula from west-south-westward . . . . . | facing 459 |
| Approach to Luka Pula from northward . . . . .                                | facing 464 |
| Punta Peneda lighthouse . . . . .   | facing 464 |
| <i>Below</i> "Punta Santa Eufemia light-tower" <i>insert</i> :—               |            |
| Coast in the vicinity of Porto di Rovigno . . . . .                           | facing 473 |
| <i>For</i> "Porto di Parenzo" <i>read</i> "Poreč luka"                        |            |
| <i>Below</i> "Punta del Dente lighthouse" <i>insert</i> :—                    |            |
| Approach to Porto Quieto from south-westward . . . . .                        | facing 484 |

**Page xi.**—LIST OF VIEWS.—*Delete*:—

|  |     |
|--|-----|
| Pedaso lighthouse . . . . .                                  | 556 |
| Marina di Ravenna lighthouse . . . . .                       | 571 |
| Punta della Maestra lighthouse . . . . .                     | 577 |
| Northern breakwater lighthouse, Porto di Malamocco . . . . . | 585 |

**Page xiii.**—Glossary of Greek terms.—*Insert* in appropriate positions:—

|                               |                            |                               |                              |                      |
|-------------------------------|----------------------------|-------------------------------|------------------------------|----------------------|
| Ámmos . . . . .               | Sandy;                     | Anáktora . . . . .            | Palace;                      | Ana-                 |
| tolik-ós, í, ón . . . . .     | Eastern;                   | Angáli . . . . .              | Bight, open bay;             |                      |
| Angirovólion . . . . .        | Anchorage;                 | Apováthra . . . . .           | Landing                      |                      |
| place, wharf; . . . . .       | Arkhaí-os, a, on . . . . . | Ancient;                      | Avkhín                       |                      |
| . . . . .                     | Neck, pass; . . . . .      | Dhexamení . . . . .           | Dry-dock, cistern, reser-    |                      |
| voir; . . . . .               | [Dhíavlos . . . . .        | Strait];                      | Dhiórigma, Dhiórix . . . . . |                      |
| Canal; . . . . .              | Dhitik-ós, í, ón . . . . . | Western;                      | Dhivári . . . . .            | Fishery;             |
| Dhrómos . . . . .             | Road; . . . . .            | Ekklisía . . . . .            | Church; . . . . .            | Ekvolí . . . . .     |
| Mouth (of a river); . . . . . | Élos . . . . .             | Marshy;                       | Epínion . . . . .            | Small                |
| port; . . . . .               | Ergostásion . . . . .      | Factory;                      | Eripion . . . . .            | Ruin;                |
| Evripos . . . . .             | Tidal channel; . . . . .   | Exédhra . . . . .             | Jetty; . . . . .             | Exok-                |
| klísion . . . . .             | Chapel; . . . . .          | Fábrica . . . . .             | Factory; . . . . .           | Fréar . . . . .      |
| Well; . . . . .               | Froúrion . . . . .         | Fort; . . . . .               | Gremnós . . . . .            | Cliff, precipice;    |
| Ídhrevsis . . . . .           | Water supply; . . . . .    | Idhríon . . . . .             | Pipe-line;                   |                      |
| Ífálmir-os, a, on . . . . .   | Brackish; . . . . .        | Íformos . . . . .             | Roadstead;                   |                      |
| Ipsil-ós, í, ón . . . . .     | High; . . . . .            | Ipsoma . . . . .              | Height (elevated             |                      |
| ground); . . . . .            | Ísioma, Ísoma . . . . .    | Level ground;                 | Isthmós                      |                      |
| . . . . .                     | Isthmus; . . . . .         | Kámbos . . . . .              | Field, plain; . . . . .      | Kap-                 |
| nodhókhos . . . . .           | Chimney; . . . . .         | Katafan-ís, és . . . . .      | Conspicuous;                 |                      |
| Kataffyon . . . . .           | Refuge; . . . . .          | Katarráktis . . . . .         | Waterfall;                   |                      |
| Kháni . . . . .               | Inn; . . . . .             | Kharádhra . . . . .           | Ravine; . . . . .            | Khártis              |
| . . . . .                     | Chart; . . . . .           | Khoiradhódh-is, es . . . . .  | Shoal with rocks             |                      |
| awash; . . . . .              | Klímax . . . . .           | Scale (of a chart); . . . . . | Klisoúra . . . . .           |                      |
| Pass, defile; . . . . .       | Kómi, Komópolis . . . . .  | large village, provincial     |                              |                      |
| town; . . . . .               | Krimnós . . . . .          | Cliff, precipice; . . . . .   | Langádhra . . . . .          |                      |
| Pass, deep valley; . . . . .  | Lofískos, Lófos . . . . .  | Hillock, hill;                |                              |                      |
| Mílion . . . . .              | Mile; . . . . .            | Míti . . . . .                | Cape; . . . . .              | Mitrópolis . . . . . |
| Cathedral; . . . . .          | Mólos . . . . .            | Breakwater, mole; . . . . .   | Naós . . . . .               |                      |
| Church, temple; . . . . .     | Neró . . . . .             | Water; . . . . .              | Nosokomíon . . . . .         |                      |
| Hospital; . . . . .           | Odhik-os, í, ón; . . . . . | Odhos . . . . .               | Road; . . . . .              | road,                |
| street; . . . . .             | Oikía . . . . .            | House; . . . . .              | Okhfrosis . . . . .          | Fortification;       |
| Óra . . . . .                 | hour; . . . . .            | Orin-os, í, ón . . . . .      | Mountainous; . . . . .       | Ormís-               |

*Page xiii continued.*

|   |                                    |
|---|------------------------------------|
| kos . . . Cove, small bay;                                | Pandhokhíon . . . Inn;             |
| Paralía, Parálion . . . Coast;                            | Petrodh-is, is, es . . . Stony;    |
| Pigádhí; Piyi . . . Well;                                 | spring, fountain; Pirovolíon       |
| . . . Battery (of guns);                                  | Pirsós; Pirsorís . . . Beacon;     |
| floating beacon; [Póros . . . Ford, or Passage;           | Porthmós                           |
| . . . Narrows of a Strait;]                               | Psil-ós, í, ó; Psílóma . . . High, |
| tall, height (elevated ground);                           | Réma, Rémma, Révma . . . Cur-      |
| rent, stream; Ríax . . . Brook;                           | Simandí . . . Buoy;                |
| Sírtis . . . Quicksand;                                   | Spíti . . . House; Stróvilos       |
| . . . Eddy, whirlpool;                                    | Takhidhromíon . . . Post Office;   |
| Télma . . . Swamp;  | Teloníon . . . Customs house;      |
| Trokhalos . . . Cairn; Váltos . . . Marsh;                | Vathmídhēs . . .                   |
| . . . Steps; Váthos; Vath-ís, ía, í . . . Depth; deep;    |                                    |
| Vorin-ós, í, ó; Vór-ios, ía, íon . . . Northern;          | Vrakíon                            |
| . . . Arm (of a river); [Vrakhónisis . . . Rocky island;] | Vrísí,                             |
| Vrísis . . . Spring, running water;                       | [Yaianthrakapothik . . .           |
| coal store;] Yéfira . . . Bridge;                         | Yéranos . . . Crane;               |
| Yialós . . . Shore.                                       |                                    |

**Page xiv.—Albanian Terms.**—*Insert in their appropriate places:—*

|  |   |
|--|---|
| Breg, -u . . . Shore, coast;               | Çuk -ë, -a . . . Peak, summit;              |
| Far, -i . . . Lighthouse;                  | Gryk -ë, -a . . . Mouth, gorge,             |
| valley, strait;                            | Gurr -ë, -a . . . Spring, fountain, source; |
| Hund -ë, -a . . . Point, cape, promontory; | Ishull, -i.                                 |
| Ishûj . . . Island, Islands;               | Jug, -i or Jug -ë, -a . . .                 |
| South;                                     | Kod -ër, -ra . . . Hill;                    |
| Liman, -i . . . Har-                       |   |
| bour, port, roadstead;                     | Lindj -e, -a . . . East;                    |
| Lum, -i . . . River;                       | Perëndim, -i . . . West;                    |
| Pus, -i . . .                              |   |
| Well (water);                              | Skel -e, -ja . . . Mole, pier, small port;  |
| Suk -ë, -a . . . Hill;                     | Trap, -i . . . Ferry;                       |
| Uj, -t or                                  |   |
| Uj -ë, -i . . . Water;                     | Ur -ë, -a . . . Bridge;                     |
| Veri, -u . . . North;                      | Bir, -i . . . Channel.                      |

**Page xv.—Yugoslav Terms.**—*In its appropriate place insert*  
“ Put . . . Quay ”**Page xvi.—Italian Terms.**—*Insert in their appropriate places:—*

|                    |                             |                    |
|--------------------|-----------------------------|--------------------|
| Acqua . . . Water; | Aguglia . . . obelisk;      | Alto . . .         |
| High, above;       | Ancoraggio . . . Anchorage; | Antico . . .       |
| ancient;           | Anza . . . Cove;            | Azzuro . . . Blue. |

**Page xvii.—***Insert in their appropriate places:—*

|                      |                              |                      |
|----------------------|------------------------------|----------------------|
| Cima . . . Summit;   | Città . . . Town, city;      | Corno                |
| . . . Peak;          | Croce . . . Cross;           | Mandracchio . . .    |
| Basin, dock;         | Manica . . . Channel;        | Mezzodi . . . South, |
| noon;                | Norde . . . North;           | Ovest . . . West;    |
| Paese . . . Country; | Piccolo . . . little, small; | Pietra . . .         |
| Stone, rock;         | Rada . . . Roadstead;        | Ripa . . . Shore;    |
| Rosso . . . Red;     | Rupe . . . Rock;             | Sopra . . . On,      |
| upon;                | Sotto . . . Under;           | Sponda . . . Shore;  |
| Tra . . . Between;   | Vano . . . Bay.              |                      |

**[Page xxiii.—Above the heading insert:—**

**LAWS AND REGULATIONS APPERTAINING TO  
NAVIGATION**

*While, in the interests of safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:—*

- (a) *that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and*
- (b) *that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.]*

**[Lines 10-11: Delete " While " to " it " and substitute " It "]**

**[Page xxiv.—Line 14: Delete and substitute:—**

*" (ii) Prior to 1954, when a chart was corrected from information which was " ]*

**[Line 16: For " is " read " was " ]**

**[Line 18: For " are " read " were " ]**

**[Line 24: For " indicate " read " indicated " ]**

**[Line 25 After " respectively " insert " which would appear on later printings " ]**

**[Line 27: For " are " read " were " ]**

**[Line 28: For " are " read " were " ]**

**[Line 29: For " may " read " might " ]**

**[Line 32: For " does " read " did " ]**

**[After line 32 insert:—**

*(iii) Since 1954, in order that more attention may be given to New Editions, Large Corrections and corrections by Notices to Mariners, and for other reasons, the making of minor corrections to Chart plates as in (ii) has been discontinued. Information of no importance to safe and convenient navigation is instead recorded for inclusion in the next New Edition or Large Correction; or, for promulgation in a later Notice to Mariners should a change of circumstance alter the importance of the information.*

*In consequence the small correction date enclosed in a rectangle does not appear later than 1953 on navigational charts. The date within brackets may still appear and is then an indication that magnetic compasses have been corrected for a change in variation.]*

**[Page xxvi.—Line 21: For " 70 " read " 75 " ]**

**Page xxvii.—[Line 2: After " Supplement " insert " and where applicable, the Summary," ]**

**[After line 4 insert:—**

*New and amended information appearing in the Supplements for the first time is indicated by square brackets, and deletions from the previous Supplement are indicated by horizontal lines.]*

**Line 15: For " I " read " 1 "**

**Line 16: For " XII " read " 12 "**



*Page xxvii continued.*

*After line 22 insert:—*

All temporary information is now incorporated in Admiralty Lists of Lights. The word "**Temporary**" is printed against such information in heavy type in Column 10.

Lines 25 and 29: *For " IIIa " read " III "*

Line 31: *For " IIIb " read " III "*

Lines 32-34: *Delete " ; Section IIIC " to " war "*

**[Lines 42-53: Delete and substitute:—**

**3. The Admiralty List of Radio Signals.**—The Admiralty List of Radio Signals is issued as follows:—

Volume I.—Communications.—Comprises particulars of radio-telegraph coast stations, together with general regulations; it also includes such subsidiary services as medical advice supplied by radio.

Volume II.—Navigational Aids.—Comprises particulars of services from direction-finding stations and radiobeacons including air radiobeacons useful to ships; also stations giving QTG service and calibration stations; all relevant codes and regulations will be found in this volume.

Volume III (Part A).—Meteorological Services.—Comprises particulars of weather services provided for the use of shipping, together with relevant codes.

Volume III (Part B).—Meteorological Observation stations.

*(Note: Future edition of Parts A and B will be known as Volumes III and IV, respectively.)*

Volume V.—Comprises particulars of Radio time signals, Uniform time system, navigational warnings and Position fixing systems (Decca, Loran, Consul, etc.).

**Page xxviii.**—**[Lines 1-2: Delete.]**

**[Lines 4-6: Delete " A " to " volume "]**

**[Line 7: Delete " later " to " Supplement " and substitute " subsequent to the date of publication "]**

Line 8: *For " IV " read " VI "*

**[Page xxxi.**—Lines 1, 4, 13: *For " astronomical " read " geographical "]*

**[Line 43: For " part " read " volume "]**

**[Page xxxvi.**—Line 18: *For " July " read " January "]*

**[Line 33: Add.**—Such areas are depicted by a special symbol on the charts, and the cause of the magnetic disturbance is referred to as a Local Magnetic Anomaly.]

**[Page xxxvii.**—Lines 22-23: *Delete " —e.g., from the cathead "]*

**Index to Admiralty published charts, S.D.47<sup>B</sup>, facing page 1.**—In approximate position Lat. 44° 10' N., Long. 15° 20' E.: *For " P. Zara 2774\* " read " P. Zadar & Approaches 2775, 2775\* "*

In approximate position Lat. 45° 20' N., Long. 14° 25' E.: *For " Fiume 1996\* " read " Rijeka 1996, Luka Martinšćica 1996\* "*

Lat. 47° 25' N., Long. 12° 15' E.: *Insert new chart as follows:—Porto Marghera 1449\**

**[In about Lat. 44° 53' N., Long. 13° 47' E., insert " Luka Pula 1993 " and for " 202 P. Pola & Brioni Is. " read " 202 Luka Pula & Brionski Otoci "]**

[In approximate position, Lat. 45° 47' N., Long. 13° 33' E. insert "*Porto di Monfalcone 1434\**" ]

[For "*P. Otranto 2701\**" read "*P. Otranto 1492\**" ]

[For "*Monopoli 199\**" read "*Monopoli*" ]

[For "*Mola 199\**" read "*Mola*" ]

[For "*\*199 Bari*" read "*\*1492 Bari*" ]

[For "*\*199 Molfetta*" read "*Molfetta*" ]

[For "*Bisceglie 199\**" read "*Bisceglie*" ]

[For "*Trani 199\**" read "*Trani*" ]

[For "*Barletta 199\**" read "*Barletta 1492\**" ]

[For "*\*199 Manfredonia*" read "*\*1492 Manfredonia*" ]

[For "*\*199 Vieste*" read "*Vieste*" ]

[For "*\*199 Tremiti Is.*" read "*\*1492 Tremiti Is.*" ]

[For "*Pianosa 199\**" read "*Pianosa*" ]

[For "*Pelagosa Is. 199\**" read "*Pelagosa Is.*" ]

[In approximate position Lat. 42° 50' N., Long. 18° 00' E. For "*1582 Klek B.*" read "*3675 Ports and anchorages in Yugoslavia*" ]

[For "*2713\**" read "*3675*" in two places]

[For "*1582\**" read "*3675*" in three places]

**Index to Admiralty published charts, S.D. 47<sup>A</sup>, facing page 1.**—  
In Lat. 39° 18' N., Long. 19° 30' E. (approx.): Delete "*434 Kerkira H'*"

**Pink slip facing page 1.**—First paragraph, line 3: For "**Part V**" read "**Volume 5**"

Last paragraph, line 1: For "**W/T**" read "**radio**"

Line 2: For "**fog signals**" read "**radiobeacons**"

**Page 3.**—Lines 26-34: *Delete and substitute:*—

**YUGOSLAVIA.**—**General remarks.**—Yugoslavia is a Federation consisting of six Republics, under a unified central government. Its total area, in 1946, was about 96,260 square miles and its estimated population, in 1950, was about 16,000,000. Beograd (Belgrade) is the capital city.

The frontier between Albania and Yugoslavia reaches the coast at the Bojana river and that between Yugoslavia and the Free Territory of Trieste at the mouth of Fiume Quieto.

**Page 4.**—Lines 5-15: *Delete and substitute:*—

**Ports.**—The principal ports of Yugoslavia are Kotor, Dubrovnik, and Gruž, Metović, Split, Sibenik, Rijeka (formerly Fiume), Sušak and Pula. See Appendix II, page 603.

For communications, see page 46.

**FREE TERRITORY OF TRIESTE.**—The Free Territory of Trieste was set up under the provisions of the Italian Peace Treaty which was signed on the 10th of February, 1947. Its coastline extends from the mouth of Fiume Quieto in the south to a point about one mile north-westward of Duino in the north. At the present time, and pending final agreement between the major Powers, the territory is

*Page 4 continued.*

sub-divided into two zones. Zone A, the northern, which includes the city and port of Trieste, is \_\_\_\_\_ administered by [Italy.] Zone B, the southern, is administered by a Yugoslavia\_\_\_\_\_. The line of demarcation between the two zones reaches the coast [three-quarters of a mile south-south-eastward of Punta Sottile.]

**ITALY.—General remarks.**—Italy had, in 1945, a total area estimated at 131,000 square miles with a population, in 1951, of about 46,450,000. The frontier between Italy and the Free Territory of Trieste reaches the coast at a point about one mile north-westward of Duino.

In accordance with the Italian Peace Treaty, signed in 1947, the former Italian islands of Cherso, Lussino, Asinello and the islands westward of them, as also Lagosta, Cazze, Cazzio, the Lagostini group and Pelagosa, have been ceded to Yugoslavia; Tremiti and Pianosa remain under Italian sovereignty.

**Page 5.**—Lines 8-10: *Delete and substitute:—*

**Ports.**—The principal Italian ports in the Adriatic are Brindisi, Ancona and Venice. See Appendix II, pages 603 and 604.

**Page 19.**—Lines 20, 35: *For "Pola" read "Pula"*

**Page 30.**—Heading: *For "FIUME" read "RIJEČKA"*

First and penultimate lines: *For "Fiume" read "Riječka"*

**Page 39.**—Chartlet: *For "Fiume" and "Parenzo" read "Riječka" and "Poreč"*

**Page 40.**—*After line 22 insert:—*

**Caution.**—Annually, during February, March and April, mean sea level in the central Mediterranean may fall as much as  $1\frac{1}{2}$  feet (0<sup>m</sup>4) below normal.

**[Page 44.**—*After line 27 insert:—*

**LIFE-SAVING.**—Lifeboats and Life-saving appliances form the principal means adopted for saving life.

The line-throwing apparatus, the principal life-saving appliance, can often be used with effect when a lifeboat is not available; its success, however, depends largely upon an intelligent co-operation on the part of the crew of the stranded vessel.

**Signals.**—In accordance with the International Convention for the Safety of Life at Sea, 1948, Chapter V, Regulation 16, the following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations:—

- (a) *Replies from shore station to distress signals made by a ship:—*
- | <i>Signal</i>                        | <i>Signification</i>   |
|--------------------------------------|--|
| <i>By day.</i> —White smoke signal.  | } "You are seen—assistance will be given as soon as possible." |
| <i>By night.</i> —White star rocket. |  |

Page 44 continued.

(b) *Landing signals for the guidance of small boats bringing away the crew of a wrecked ship:—*

| Signal   | Signification  |
|--|--|
| (i) <i>By day</i> .—Vertical motion of a white flag or the arms.<br><i>By night</i> .—Vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.  | "This is the best place to land."  |
| (ii) <i>By day</i> .—Horizontal motion of a white flag or arms extended horizontally.<br><i>By night</i> .—Horizontal motion of a white light or flare.  |  |
| (iii) <i>By day</i> .—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated.<br><i>By night</i> .—Horizontal motion of a white light or flare, followed by the placing of the white light or flare on the ground and the carrying of another white light or flare in the direction to be indicated. | "Landing here highly dangerous."<br><br>"Landing here highly dangerous. A more favourable location to land is in the direction indicated." |

(c) *Signals to be employed in connection with the use of shore life-saving apparatus:—*

| Signal  | Signification   |
|---|---|
| (i) <i>By day</i> .—Vertical motion of a white flag or the arms.<br><i>By night</i> .—Vertical motion of a white light or flare.                        | <i>In general</i> —"Affirmative."<br><i>Specifically</i> :—<br>"Rocket line is held."<br>"Tail block is made fast."<br>"Hawser is made fast."<br>"Man is in the breeches buoy."<br>"Haul away." |
| (ii) <i>By day</i> .—Horizontal motion of a white flag or arms extended horizontally.<br><i>By night</i> .—Horizontal motion of a white light or flare. | <i>In general</i> —"Negative."<br><i>Specifically</i> :—<br>"Slack away."<br>"Avast hauling."】  |

**Page 45.**—Line 25: Delete "fly" to "flag" and substitute "display HP in the International Code of Signals"

Line 26.: Delete "friendly"

Line 28: For "flying such a flag" read "displaying this signal"

Line 30: After "megaphone" insert ", etc., a good look-out being kept meanwhile for submarines, whose presence may only be indicated by their periscopes showing above water.

A submarine submerged at a depth too great to show her periscope may sometimes indicate her position by releasing a 'smoke candle,' which gives off a considerable volume of smoke on first reaching the surface. Her position may sometimes be indicated by red-and-white or red-and-yellow buoys or floats, which tow on the surface close astern.

It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

By virtue of the construction of a submarine the only position from which navigation lights can be exhibited is the conning tower of the vessel and this is approximately in the centre of her length.

The single steaming light, bow lights and overtaking light are necessarily low down and closely spaced and give no indication of the submarine's length, nor of her exact course. They may be mistaken for the lights of a very much smaller vessel of the coastal type."

**Page 46.**—*After line 16 insert:—*

**Signals shown by Italian minesweepers.**—Italian minesweepers display, by day, black ball at the masthead and at the yard arm on the side from which the sweep extends; if the sweep extends from both sides a black ball is displayed from both yard arms.

At night a *green* all-round light is exhibited in place of the black ball and in a similar manner.

All vessels should keep clear of minesweepers and not approach within a distance of one mile; should a vessel approach within this distance the leading minesweeper will display the signal HF in the International Code of Signals and the signal will be repeated by all minesweepers in the squadron; this signal may also be made by flashing lamp.

*Lines 24-25: Delete and substitute:—*

*Yugoslavia.*—**[Bar.]** Riječka (Rijeka in List), Split, Dubrovnik.

*Line 26: For "Fiume, Venice." read "Venice (Venezia in List). Free territory.—Trieste."*

*Line 27: For "Bureau" read "General Secretariat"*

*Line 34: For "a" read "the"*

*Line 35: After "governments" insert "has recently increased"*

*Line 36: For "In view" read "In future, and in view"*

*Line 39: For " , marking buoys or targets" read "and marking buoys"*

*Line 40: After "mariner" insert " , or targets which might be a danger to navigation,"*

*Line 41: Delete "appropriate volumes of"*

**Page 47.**—*Lines 14-17: Delete.*

*Lines 31-36: Delete and substitute:—*

**STANDARD AND SUMMER TIMES.**—All information regarding Standard Times and Summer Times will be found in the Admiralty List of Radio Signals, Volume II.

*Line 40.*

**[Lines 40-51: Delete and substitute:—**

**BOUYAGE.—International Uniform Systems.—**

*Yugoslavia.*—*The enclosed 4 coloured diagrams, illustrating the International Uniform Systems of Buoyage, should be extracted from this supplement and inserted in the parent book between pages 46 and 47.*

*Page 47 continued.*

These diagrams illustrate the Uniform Systems as agreed at the London Conferences of 1933 and 1936. The Yugoslav authorities have intimated their intention of adopting these systems throughout the waters under their control.

**Caution.**—As from 1952, the change-over from the old system has been taking place gradually, but may still take some time to complete; Admiralty publications are being amended as the new information becomes available. Mariners are warned that both the old and new systems may still be met with for some time to come. The body of this volume should invariably be consulted for all details of buoyage at particular places. The following article gives full details of the new systems as they are being applied by the Yugoslav Authorities. In all cases where information given in the article differs from the information contained in the coloured diagrams, the latter are to be disregarded.

There are two Uniform Systems in use, or coming into use, the "Lateral" system and the "Cardinal" system. The system which will be adopted at any particular place will be determined by local circumstances and the system of marking formerly in use. The transition from one system to the other will not be separately marked in Yugoslav waters.]

**Lateral system.**—This system is generally used for marking well-defined fairways. The term "starboard hand" denotes that side which would be on the right hand of the mariner [when] approaching or entering a harbour, river or estuary from seaward.

The term "port hand" denotes the left hand of the mariner in the same circumstances.

[In channels which run parallel with the coast and are open at either end, the south-eastern end is reckoned as the seaward entrance for the purposes of this system.]

*Starboard hand marks* are conical and are painted black.

Starboard hand topmarks, if any, consist of [a black cone, point up, or two black cones one above the other, points up.]

Lights on starboard hand marks, if any, consist of *white flashing* or *white occulting* lights exhibiting one [or three] flashes or eclipses; or *green* lights with a character different to those allocated to wreck-marks.

*Port hand marks* are can-shaped and are painted red

Port hand topmarks, if any, consist of red cans

Lights on port hand marks, if any, consist of *red flashing* or *red occulting* lights exhibiting *any number* of flashes or eclipses *up to four*, or *white flashing* or *white occulting* lights exhibiting *two* or *four* flashes or eclipses.

*The ends of middle grounds* are marked by spherical buoys, which are painted in horizontal bands, red and white where the main channel is on the starboard hand, or the channels are of equal importance, and black and white where the main channel is on the port hand.

Middle ground topmarks, if any, when the main channel is on the starboard hand, consist of red cans on the outer marks and red T's on the inner marks. When the main channel is on the port hand the topmarks, if any, consist of black cones on the outer marks and black diamonds on the inner marks. When the channels are of equal importance the topmarks, if any, consist of red globes on the outer marks and red St. George's crosses on the inner marks.

Lights on middle ground marks, if any, [if the main channel is on the starboard hand, consist of a *red occulting*

*Page 47 continued.*

light over a *green occulting* light; and when the main channel is on the port hand, a *green occulting* light over a *red occulting* light.]

*Mid-channel marks* are of [framework pyramidal shape]. They are painted in vertical stripes either black and white or red and white.

Mid-channel topmarks, if any, [consist of a double cross, painted either black or red.]

Lights on mid-channel marks, if any, are different from the neighbouring lights at the sides of the channel.

*Isolated danger marks* are spherical and are painted black and red in wide horizontal bands separated by a narrow white band.

Isolated danger topmarks, if any, consist of a globe painted black or red, or half black and half red horizontally.

Lights on isolated danger marks, if any, are *flashing*, [or *occulting*.] either *white* or *red*.

*Fairway marks* which serve to indicate the seaward approach to a harbour, river or estuary are similar in shape and colour to mid-channel marks, see above. [The topmarks, if any, consists of a St. Andrew's cross painted either black or red.]

Lights on fairway marks, if any, are *flashing* [or *occulting white*.]

Buoys on the same side of a channel, estuary or tide-way may be distinguished from each other by names, numbers [odd to starboard, even to port.] or letters.

[*Quarantine anchorages* are marked by yellow buoys.

*Areas used for exercises by land, sea or air forces* are marked by buoys painted white with two blue vertical stripes which cross at right angles on top of the buoy, and which, when viewed from the air, appear as a blue cross on a white ground. On the white fields between the blue stripes the letters "O" and "P" may be painted in red, alternately in each field.

*Prohibited anchorages* are marked by the symbol of an anchor, upside down, painted black on a white ground in a position on the shore opposite where it can best be seen.]

**Cardinal system.**—This system is used [in outer areas to mark] reefs or isolated dangers. The marks vary in character according to the quadrant of the true compass in which they are situated with reference to the danger which they mark.

For this purpose the true compass card is divided into four quadrants called North, East, South and West, which are bounded by the bearings north-east, south-east, south-west and north-west from the danger point.

The quadrant in which the mark lies can be identified by the characteristics of the mark as follows:—

*North quadrant* [(north-west to north-east).]—The buoy is conical, painted black with a wide, white horizontal band in the middle, and is surmounted by [a black] cone point up.

[The light,] if any, is *white flashing* exhibiting an *odd* number of *flashes*.

*East quadrant* [(north-east to south-east).]—The buoy is conical, painted the upper part red and the lower part white, and are surmounted by two red cones bases together.

[The light,] if any, is *red flashing* or *red occulting* exhibiting an *odd* number of *flashes*.

*South quadrant* [(south-east to south-west).]—The buoy is can-shaped, painted red with a wide, white horizontal band in the middle, and is surmounted by a red cone point down.

Page 47 continued.

【The light,】 of any, is *red flashing* exhibiting an *even* number of *flashes*.

*West quadrant* 【(south-west to north-west).】—The buoy is can-shaped, painted the upper part black and the lower part white, and is surmounted by two 【black】 cones points together.

【The light,】 if any, is *white flashing* exhibiting an *even* number of *flashes*.

*Isolated danger marks and fairway marks* 【and buoys marking quarantine anchorages and exercise areas】 are the same as in the lateral system.

**Wreck marking.**—Wrecks may be marked either by the lateral or the cardinal system.

Green is the predominant colour used for all purposes connected with wreck-marking, viz.:—For vessels, buoys, daymarks, lights, &c., vessels and buoys have the letter **W** painted on them in white letters.

*Lateral system:*—

Wreck-marking buoys:—

- (a) To be passed on the mariner's port hand—  
A can-shaped buoy, and, if lighted, exhibiting a *green flashing* light showing *two* flashes.
- (b) To be passed on the mariner's starboard hand—  
A conical buoy, and, if lighted, exhibiting a *green flashing* light showing *three* flashes.
- (c) To be passed on either side—  
A spherical buoy, and, if lighted, exhibiting a *green occulting* light showing *one* eclipse.

【For the shape of topmarks, if any, *see* the coloured diagram.】

*Cardinal system.*—Under this system, wreck-marks are placed only in the East or West quadrants and have the following characteristics:

*East quadrant marks* are conical, painted green, and are surmounted by two cones bases together.

Lights, if any, are *green flashing*, exhibiting groups of *quick flashes* separated by periods of eclipse.

*West quadrant marks* are can-shaped, painted green, and are surmounted by two cones points together.

Lights, if any, are *green flashing*. 【*See* coloured diagram.】

**Note.**—Slight modifications in minor details to the above have been introduced by certain countries.

**Caution.**—In both systems if buoys of the principal characteristic shapes (i.e. conical, can and spherical) are not available, perches or spar buoys may be used in their places. Such marks will generally be painted in a similar manner to the marks they replace, and, if lighted, will exhibit lights with similar characteristics.

【For the colour of perches or spar buoys used for marking wrecks under the lateral system, and for the additional topmarks carried by perches or spar buoys used for marking middle grounds, *see* coloured diagrams.

**Yugoslavia.**—Old System.—This system is the same as that used in Italian waters, for which, *see* below.】

【Line 38: After “Šolta ” insert “ Malamocco ”】

**Page 48.** 【Lines 1-17: *Delete and substitute:*—

**Italy.**—The Italian system of buoyage is as follows:—



To face page 48 of Book.  
" " " 15 " Supplement.

DIAGRAM ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

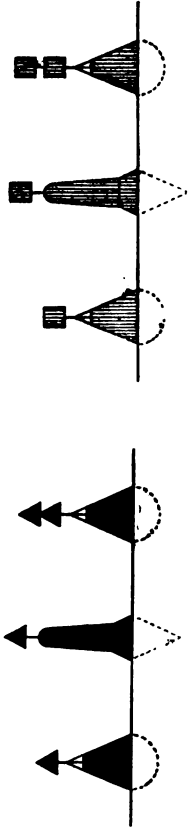


Fig. 1

Fig. 2

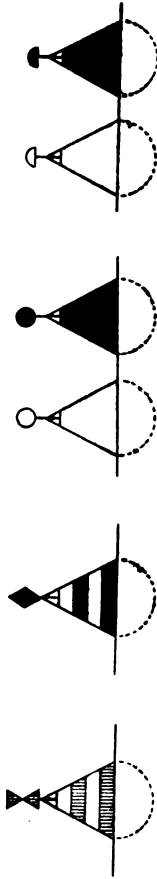


Fig. 3

Fig. 4

Fig. 8

Fig. 9

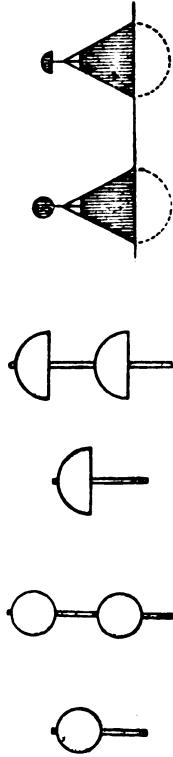


Fig. 6

Fig. 7

Fig. 10

Page 48 continued.

**Coasts of Italy.**—The following is a description of the systems of buoyage in force in Italian waters:—

Day marking.

(A)—**Lateral system:**—

(1) *Marks to be left on the starboard or port hand by vessels coming from seaward.*

(a) The buoys, beacons and perches to be left to starboard are painted black and are surmounted by one or two black cones. See Fig. 1.

(b) The buoys, beacons and perches to be left to port are painted red and are surmounted by one or two red cylinders. See Fig. 2.

Note.—By *starboard* is meant on the right-hand side of the vessel coming from seaward; by *port* the opposite side is meant.

(2) *Marking of the sides of channels.*

(a) The marks on the starboard hand have the colour and topmarks given in paragraph (1) (a), above, and, if numbered, will be marked by *even* numbers, in white, commencing from seaward.

(b) The marks on the port hand have the colour and topmarks given in paragraph (1) (b), above, and, if numbered, will be marked by *odd* numbers, in white, commencing from seaward.

(c) The name of the channel is generally inscribed in white, (either entire or abbreviated) on the marks placed at the entrance to a channel.

(d) If there are many entrance channels to a harbour, the name of the harbour is generally marked in white, either in full or with the initial only, on the buoys of each channel.

(3) *Bifurcations and junctions of channels:*—

(a) The bifurcation marks are painted in black and white horizontal bands and surmounted by two black cones, bases together. See Fig. 3.

(b) The junction marks are painted in red and white horizontal bands and surmounted by two red cones, points together. See Fig. 4.

(B)—**The Cardinal system:**—

(1) The topmarks, either single or two disposed vertically, of buoys marking the outer extremities of isolated shoals are spherical and painted in accordance with the position of the buoy. See Fig. 6, and paragraphs (3), (4), (5) and (6) below.

(2) The topmarks of buoys marking the inner extremities of isolated shoals are hemispherical and painted in accordance with the position of the buoy. See Fig. 7 and paragraphs (3), (4), (5) and (6).

(3) The marks to be left to the South are painted black or white, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. See Figs. 8 and 9.

(4) The marks to be left to the North are painted red, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2). See Fig. 10.

- (5) The marks to be left to the West are painted in red and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. See Fig. 11.
- (6) The marks to be left to the East are painted in black and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2) above. See Fig. 12.

Note.—For summary of the Cardinal system of marking, see Fig. 13.

(C)—**Marks common to the Lateral and Cardinal systems, and other marks:—**

- (1) *Marks for an isolated danger.*—The marks for an isolated danger which can be left either on the starboard or port hand, are painted in red and black horizontal bands and are surmounted by one or two red spherical topmarks. See Fig. 14.
- (2) *Marks indicating submarine cables.*—The positions where submarine cables are landed, near which anchorage is prohibited, may be marked by the alignment of buoys or beacons, painted green with the letter **T** in white plainly visible, and carrying the same topmarks as given in sections (A) (1) and (C) (1), above.

(D)—**Sunken vessels or wreckage.**

(1) *Buoys for marking wrecks.*

Wreck buoys are painted green with a green topmark of the shape given either in section (A) (1) or (C) (1), above, according to whether it is to be left on the starboard or port hand or whether it constitutes an isolated danger. The name or initial of the wrecked vessel may also be shown in white on the buoy.

(2) *Wreck-marking vessels.*

Wreck-marking vessels are painted green with the word “RELITTO” or the letter N in white on her sides. These vessels generally have two masts; one mast, surmounted by a green ball, indicates the end of the vessel which is nearest to the wreck; the other mast, surmounted by two green balls indicates the end of the vessel on the clear side of the wreck.

Night marking.

(A)—**Entrances to harbours, channels, etc.**

For the colour of lights on aids marking the sides of entrances to harbours, channels, estuaries, etc., the same rule as that adopted by vessels under way is followed, namely:—

- (1) Lights to be left on the starboard hand are *green*.
- (2) Lights to be left on the port hand are *red*.

Note.—The two lights marking the same entrance, one *green* and the other *red*, usually have the same character.

(B)—**Sunken vessels or wreckage.**

- (1) *Wreck buoys.*—Wreck buoys exhibit a *white* light when the wreck constitutes a danger to navigation.
- (2) *Wreck-marking vessels.*—Wreck-marking vessels exhibit three *white* lights which are used in the same way as the *green* balls during the day and described in section (D) (2) of the day marking, above.

(C)—**Submarine cable marks.**

The direction of submarine cables may be indicated at night by a *green* light sector.

To face page 48 of Book.  
 „ „ „ 16 „ Supplement.

# DIAGRAMS ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

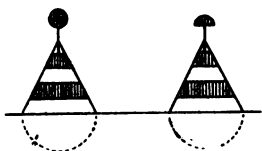


Fig. 11

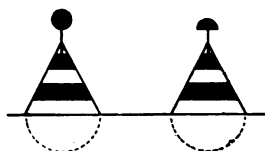


Fig. 12

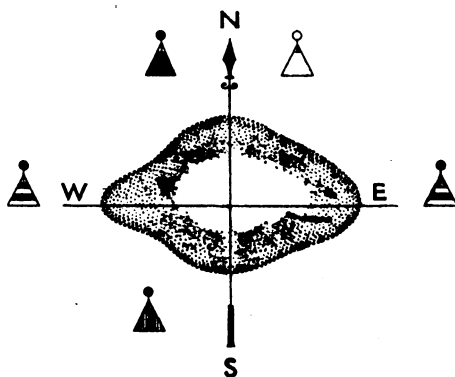


Fig. 13

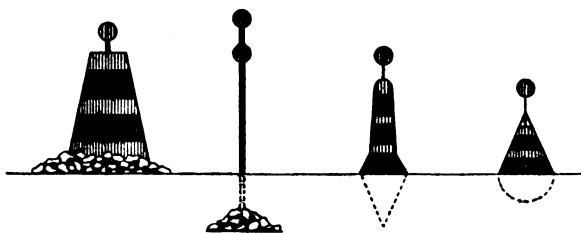


Fig. 14

**(D)—Danger sectors and clear sectors of lights.**

Owing to the difficulty of establishing a general uniform regulation, with regard to special characteristics of light and colour, to enable mariners to distinguish sectors which illuminate waters free from dangers from sectors which cover dangers, it is indispensable that mariners should always refer to the charts, Light Lists and Sailing Directions.

**Greece.**—The Greek system of buoyage is as follows:—

In all cases the entrance of a channel is considered to be at its seaward end; where doubt may exist as to which is the seaward end of a channel, in those channels whose direction is more or less north and south, the entrance is considered to be at the northern end, and those channels whose direction is more or less east and west the entrance is considered to be at the eastern end.

Two systems of buoyage, old and new, are in use and will remain so for a considerable time.

**New system.**—Marks to be left on the starboard hand when proceeding inwards are painted black and if lighted exhibit a *green* light; they consist of can buoys with a cylindrical topmark or surmounted by a tripod with a lantern at its apex.

Marks to be left on the port hand when proceeding inwards are painted red and if lighted exhibit a *red* light; they consist of can buoys with a cone point up as topmark or surmounted by a tripod with a lantern at its apex.

Spar or pillar buoys, with or without lights, and of the appropriate colour are also used on either hand.

Isolated dangers are marked by conical buoys painted in black and red horizontal bands with a red spherical topmark.

The bifurcation of a channel is marked by a conical buoy painted in black and white horizontal bands with a black diamond-shaped topmark.

The junction of two channels is marked by a conical buoy painted in red and white horizontal bands with two red cones points together as topmark.

A danger in the fairway to be left on the starboard hand when proceeding inwards and on the port hand when proceeding outwards is marked by a spherical buoy painted in black and white horizontal bands.

A danger in the fairway to be left on the port hand when proceeding inwards and on the starboard hand when proceeding outwards is marked by a spherical buoy painted in red and white horizontal bands.

A wreck is marked by a green conical buoy.

**Old system.**—Conical, can, barrel-shaped and spherical buoys are used indiscriminately; those to be left on the starboard hand when proceeding inwards are painted black, and if lighted are conical and exhibit a *green* light; those to be left on the port hand are painted red, and if lighted are conical and exhibit a *red* light.】

Line 19: For " Fiume " read " Riječka "

Lines 19, 21: For " Pola " read " Pula "

Lines 23-21: Delete and substitute:—

**CONSULAR OFFICERS.**—**Greece.**—The British Ambassador resides in Athens and a British Consular officer is stationed at Patras.

**Yugoslavia.**—The British Ambassador resides in Beograd (Belgrade) and a British Consular officer is normally stationed at Split.

*Page 48 continued.*

**Italy.**—The British Ambassador resides in Rome and British Consular officers are stationed at Bari and Venice.

*After line 40 insert:—*

**Yugoslavia.**—Pilotage is compulsory, on some parts of the coast and in many of the harbours of Yugoslavia for all foreign merchant vessels of over 500 tons gross register.

Pilot boats display a four-cornered blue flag with the letter "P," in white, in the centre, and have the same letter, in white, on each bow; the funnels of boats so fitted are painted black with a white band.

A vessel requiring a pilot shall, by day:—

Display the National flag on a white ground at the foremast: and display the International Code signal "PT," or flag "G" of the same Code.

By night, she shall burn a *blue* light *every ten minutes*; exhibit a *white* light *every minute* above the rail, and make "PT" on the morse lamp, or, in fog, by audible signal.

The pilot shall acknowledge these signals, by day, by hoisting and dipping the International Code flag "X"; at night, by making the numeral "3" of the Morse Code by visual or audible signal.

A vessel requiring a pilot should give as much notice as possible and state when and where the pilot is required to meet the ship. A vessel arriving from the open sea should give 24 hours' notice, if possible.

**Page 50.**—[Lines 17-18: *For "28" read "17" and for "Convention of 21st June 1926" read "Regulations"*]

[Line 18: *Delete "and Deratisation"*]

Line 20: *After "Yugoslavia.—" insert "Riječka and"*

Line 21: *Delete ", and Fiume"*

Line 26: *For "International convention.—" read "Caution against anchoring in vicinity.*—Cautionary notes appear on many charts, calling attention to areas in which there are telegraph cables; these areas are indicated on the charts by pecked lines.

Every care should be taken to avoid anchoring in such areas, even though there may be no specific prohibition against doing so, in view of the serious interference with communications which results from damage to submarine cables.

Equal care should be taken wherever the symbol for a submarine cable is shown on a chart.

*Danger involved in cutting submarine cables to clear anchors or fishing gear.*—In the event of any vessel fouling a submarine cable, every effort should be made to clear the anchor or gear by normal methods; should these efforts fail, the anchor or gear should be slipped and abandoned *without attempting to cut the cable.* High voltages are, or may be, fed into certain submarine cables; **serious risk exists of loss of life due to electric shock, or at least of severe burns, if any attempt to cut the cable is made.** No claim in respect of injury or damage sustained through such interference with a submarine cable will be entertained.

Compensation for anchors or fishing gear sacrificed in order to avoid injuring a submarine cable can be claimed under the Submarine Telegraph Act. *See below.*"

**Page 51.**—Lines 17-22: *Delete* “Mariners” to “shipping.” and *substitute*:—

Mariners are warned that lights (with definite characteristics), which are not ordinary navigational aids, may be exhibited for the use of aircraft from structures near the coasts described in this volume.

These lights are often of great luminous power and [elevation] and may be the first lights or looms of lights sighted when making a landfall at night; they normally have the following characteristics:—

(a) *Flashing white* (revolving beam type).

(These lights are usually screened from seaward but their looms may be visible.)

or (b) *Alternating flashing white and green* (revolving beam type).

or (c) *Flashing two letter groups* in the Morse Code, in *red* or *green*.

(Although the groups made by these lights may have definite meanings in the International Code of Signals, their signification is to be disregarded; the fact that they are *red* or *green* in colour, and flash with mechanical regularity, should prevent their being mistaken for signals from shore signal stations or ships.)

**Line 40:** *Add*:—Furthermore, mariners should realise that by night Her Majesty's aircraft carriers, whether engaged on night flying operation or not, may exhibit navigation lights (except the overtaking light) from the island structure only. This structure is always on the starboard side. This, in effect, means that the bow lights do not indicate the full beam of the ship; the starboard bow light is on the starboard side, but the port bow light may be as much as 100 feet (30<sup>m</sup>5) from the port side. *See* also Admiralty Notice to Mariners No. 7 of the current year.

**MINED AREAS.**—**Caution.**—Vessels navigating in those waters which are declared danger areas owing to the existence of mines, should keep strictly to the directions contained in NEMEDRI. This publication gives routes through those declared danger areas and all information required for their safe navigation.

**Page 52.**—*After line 39 insert*:—

**Prohibited area.**—Navigation is prohibited in the territorial waters of the Pelopónnisos except on the regular shipping routes.

**Page 53.**—*After line 28 insert*:—

**Light.**—A light is exhibited, at an elevation of 134 feet (40<sup>m</sup>8), from a square masonry tower, 52 feet (15<sup>m</sup>8) in height, situated on the southern extremity of Cape Matapan.

**Page 54.**—*After line 25 insert*:—

Anchorage can be obtained in Dyko bay, situated about 2 miles southward of the southern entrance point of Port Liménion. This inlet has no shoals, but is exposed to westerly winds, which cause a considerable sea in the bay.

【Line 26: *For* “56 feet (17<sup>m</sup>1)” *read* “59 feet (18<sup>m</sup>0)”】

【Lines 29-30: *Delete* “66” to “(4<sup>m</sup>9)” and *substitute* “52 feet (15<sup>m</sup>8), from an iron truncated pyramid, 8 feet (2<sup>m</sup>4)”】

【Line 33: *For* “42 feet (12<sup>m</sup>8)” *read* “46 feet (14<sup>m</sup>0)”】

*After line 51 insert*:—

A rock, with a depth of 3 fathoms (5<sup>m</sup>5) over it, lies nearly 2 cables

*Page 54 continued.*

west-south-westward of Cape Selinítza and about one mile south-eastward of Cape Lévktra.

**Page 55.**—Line 38: *For* “ 42 feet (12<sup>m</sup>8) ” *read* “ 30 feet (9<sup>m</sup>1) ”  
Line 39: *For* “ 20 feet (6<sup>m</sup>1) ” *read* “ 13 feet (4<sup>m</sup>0) ”

**Page 56.**—Line 12: *Add*:—A chimney a short distance westward of the town, and a flagstaff on a mill on the western side of the harbour are easy to distinguish.

*After line 32 insert*:—

There are depths of from 13 to 26 feet (4<sup>m</sup>0 to 7<sup>m</sup>9) alongside the quay in the north-western corner of the harbour; vessels can lie alongside here.

Line 33: *For* “ 13 feet (4<sup>m</sup>0) ” *read* “ 17 feet (5<sup>m</sup>2) ”

Line 34: *After* “ column,” *insert* “ 10 feet (3<sup>m</sup>0) in height,”

Line 53: *Delete and substitute*:—

In 1949, seven lighters were available.

A small stock of coal is maintained.

Fresh water is obtainable from hydrants on most of the quays.

In 1949, the population was about 40,000.

**Page 57.**—Lines 46-47: *Delete* “ light-structure ”

Line 48: *After* “ winds ” *insert* “ , in depths of from 2 to 3 fathoms (3<sup>m</sup>7 to 5<sup>m</sup>5) ”

Lines 49-53: *Delete and substitute*:—

A shoal with a depth of 5 fathoms (9<sup>m</sup>1) lies about 4½ cables north-north-westward of the light-structure on the mole head.

**Page 58.**—Line 4: *For* “ a rock ” *read* “ two rocks ”

Line 5: *For* “ lies ” *read* “ lie ”

Lines 6-7: *Delete and substitute*:—

“ same point.”

【Line 17: *For* “ 30 feet (9<sup>m</sup>1) ” *read* “ 33 feet (10<sup>m</sup>1) ”】

Line 48: *After* “ exhibited ” *insert* “ , at an elevation of 24 feet (7<sup>m</sup>3), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, situated ”

【**Page 60.**—Line 52: *For* “ Light.—” *read* “ Lights.—”】

【*After line 54 insert*:—

A light is exhibited, at an elevation of 79 feet (24<sup>m</sup>1) from a truncated iron pyramid, 8 feet (2<sup>m</sup>4) in height, situated near the northern extremity of Sapiéntza Island.】

【**Page 62.**—*After line 34 insert*:—

There is a conspicuous chimney at Gialova, on the north-eastern side of the bay.】

**Page 63.**—Line 9: *For* “ southern ” *read* “ northern ”

*After line 13 insert*:—

**Obstruction.**—An obstruction, lies about half a mile north-north-eastward of the entrance to Pilos harbour.

Line 31: *Add*:—There are two factories in the village, which are easy to distinguish by day, and also at night when they are brightly lighted.

*After line 44 insert*:—

There are several mooring buoys in the harbour.



**Page 65.**—Lines 52-54: *Delete and substitute:*—

There are depths of from  $3\frac{1}{2}$  to 4 fathoms ( $6^m4$  to  $7^m3$ ) in the entrance and in the south-eastern part of the harbour and, in the south-western part, the depth is about 2 fathoms ( $3^m7$ ); the north-western part is shallow.

**Page 66.**—*After line 3 insert:*—

**Facilities.**—A few open wooden lighters are available.

Water can be obtained from one hydrant on the main quay, but it is scarce in summer.

Lines 4-5: *Delete* “ 30 ” to “ hut ” and *substitute* “ 23 feet ( $7^m0$ ), from a white iron column on a wall, 16 feet ( $4^m9$ ) in height ”

*After line 30 insert:*—

A vessel 450 feet ( $137^m2$ ) in length with a draught of 26 feet ( $7^m9$ ) can moor in the harbour with her stern secured to the southern breakwater; a vessel 300 feet ( $91^m4$ ) in length with a draught of 18 feet ( $5^m5$ ) can berth alongside the breakwater.

**[Page 68.**—Lines 19-28: *Delete.*]

**Page 69.**—*After line 12 insert:*—

**Light-buoy.**—A light-buoy, exhibiting a *green flashing light every three and a half seconds*, is moored close south-eastward of the south-eastern extremity of the breakwater.

**Page 70.**—*After line 20 insert:*—

**Bank.**—A bank, with a depth of 7 fathoms ( $12^m8$ ) over it, lies about  $1\frac{1}{2}$  miles southward of Cape Yeráki.

**[Line 37: *After* “ lie ” *insert* “ about ”]**

**[Line 38: *For* “ at ” *read* “ from ”]**

**Page 71.**—Line 26: *Delete* “ **Buoy.**—”

Line 36: *After* “ **Breakwaters.**—” *insert* “ **Foul ground.**—”

Line 39: *Add:*—An area of foul ground, containing a sunken boom, and indicated on the chart, extends east-south-eastward from the head of this breakwater.

Line 47: *Delete* “ 11 ” to “  $4^m6$  ) ” and *substitute* “ 10 to 12 feet ( $3^m0$  to  $3^m7$ ) ”

**Page 72.**—Line 3: *For* “ 9 feet ( $2^m7$ ) ” *read* “ 6 feet ( $1^m8$ ) ”

Lines 6-7: *Delete* “ This ” to “ damaged.”

Line 8: *For* “ 26 feet ( $7^m9$ ) ” *read* [“ 30 feet ( $9^m1$ ) ”]

Line 34: *Delete* “ 1937 ” to “ 11,600 ” and *substitute* “ 1945, was about 12,000 ”

Line 37: *For* “ is ” *read* “ and a few small lighters are ”

Lines 42-43: *Delete.*

**Page 73.**—Line 25: *For* “ 69 ” *read* “ 67 ”

**Page 74.**—Line 10: **[For** “ 26 feet ( $7^m9$ ) ” *read* “ 56 feet ( $17^m1$ ), from an iron framework column and hut, 52 feet ( $15^m8$ ) in height, situated ”]

**[Lines 13-19: *Delete.*]**

**[Lines 45-53: *Delete.*]**

**Page 75.**—[Lines 2-5: *Delete.*]

Line 32: *For " Boat harbour.—There " read " Port Papás.—*  
Port Papás "

Line 36: *After " silt " insert " and is only used by small craft "*

Line 47: *For " 1937 of 61,278 " read " 1949 of about 100,000 "*

**Page 76.**—[Line 10: *After " cable " insert " , and a breakwater extends about three quarters of a cable from it in a north-north-easterly direction " ]*

*After line 28 insert:—*

In 1951 there were depths of from  $3\frac{1}{2}$  to  $4\frac{1}{2}$  fathoms alongside South quay, north-eastward of Kalávrita mole.

Line 36: *After " exhibited," insert " at an elevation of 39 feet (11<sup>m</sup>9), from a white iron column with a hut,"*

Lines 38-39: *Delete " 40 " to " hut " and substitute " 39 feet (11<sup>m</sup>9), from a white iron column and hut, 20 feet (6<sup>m</sup>1) in height "*

Line 42: *Delete " This " to " 1945."*

**Page 77.**—Lines 16-18: *Delete and substitute:—*

A moderate supply of fuel oil is maintained and is supplied by a self-propelled oil barge with a capacity of 900 tons.

Line 25: *Delete and substitute:—*

A large tug and two launches are available.

A 35-ton crane and three small hand cranes are available on the quays.

Line 37: *Delete " Buoy.—"*

Lines 37-38: *For " 52 feet (11<sup>m</sup>8) " read " 49 feet (14<sup>m</sup>9)"]*

Line 38: *After " hut," insert " 23 feet (7<sup>m</sup>0) in height,"*

Lines 40-41: *Delete and substitute:—*

A ferry runs between Cape Rion and Cape Andírrion (page 81).

**Page 79.**—Line 21: *Delete " 13 " to " by " and substitute " 15 $\frac{1}{2}$  feet (4<sup>m</sup>7), in 1949, and marked by four pairs of "*

Line 38: *Delete and substitute:—*

" A light-buoy painted red and exhibiting a green flashing light every six and a half seconds,"

Line 54: *For "1937" read "1945"*

**Page 80.**—Line 2: *For " 9,270 " read " about 10,000 "*

Line 13: *After " light " insert " every seven and a half seconds "*

Line 44: *Delete " , where " to " light "*

[Line 45: *For " 16 feet (4<sup>m</sup>9) " read " 12 feet (3<sup>m</sup>7)"]*

**Page 81.**—Lines 18-19: *Delete " This " to " damaged."*

**Page 83.**—Lines 4-5: *Delete " a white " to " base " and substitute " an iron column on a bank, 20 feet (6<sup>m</sup>1) in height "*

[Lines 16-19: *Delete.*]

[**Page 87.**—Lines 47-48: *For " 27 feet (8<sup>m</sup>2) " read " 26 feet (7<sup>m</sup>9) " ]*

**Page 88.**—[Line 4: *For " 2 $\frac{1}{2}$  fathoms (5<sup>m</sup>0) " read " 3 $\frac{1}{2}$  fathoms (5<sup>m</sup>9) " ]*

Page 88 continued.

Lines 7-8: *Delete* " 65 " to " (6<sup>m</sup>1) " and *substitute* " 56 feet (17<sup>m</sup>1), from a conical iron hut on a concrete base, 10 feet (3<sup>m</sup>0) "

【Line 50: *For* " a point " *read* " Cape Marathiá "】

【Line 51: *For* " Marathiá " *read* " Kamiótisa "】

Page 89.—Line 3: *Add*:—A dome in Itéa, about 4½ cables eastward of Cape Marathiá, is also conspicuous.

【Lines 6-8: *Delete* " Kamiótisa " to " -eastward." and *substitute* " Kamiótisa; a mooring buoy is moored about half a cable eastward of the head of the southern pier."】

Line 9: \_\_\_\_\_

Line 9: 【*For* " some " *read* " three "】

【Line 11: *For* " Marathiá " *read* " Kamiótisa " and *for* " 24' E " *read* " 25' E "】

Line 16: *For* " 4½ cables " *read* " 4 cables "

【Lines 16, 43, 49: *For* " Marathiá " *read* " Kamiótisa "】

Lines 47-52: *Delete* and *substitute*:—

In 1944, the population of Itéa was about 1,200.

Four lighters, with a total capacity of 75 tons, are available.

A pier, about a cable in length, extends in a south-south-westerly direction from the centre of a sea wall fronting the town of Itéa. There is a dredged area on the western side of the pier and, in 1946, there were depths of 13 feet (4<sup>m</sup>0) alongside the outer half on this side. In the same year the eastern side was foul. A rocky ledge extends 20 feet (6<sup>m</sup>1) from the head of the pier.

【Page 90.—Line 6: *For* " 283° " *read* " 277° "】

【Line 7: *For* " north-westward " *read* " west-north-westward "】

【Line 14: *For* " the coast westward " *read* " Cape Kamiótisa "】

Page 93.—【Line 32: *For* " 16 feet (4<sup>m</sup>9) " *read* " 18 feet (5<sup>m</sup>5) "】

【Lines 33-34: *Delete* " this " to " gales " and *substitute* " a small pier about 2½ cables southward of the head of the mole "】

Line 39: *After* " off " *insert* " Pevkakia north-westward of "

【Line 42: *Add*:—There is a small pier at Loutráke and a light is exhibited from the head of this pier.】

Line 50: *Delete*.

Page 94.—Line 20: *After* " tonnage," *insert* " ports of departure and destination,"

Lines 23-30: *Delete* and *substitute*:—

The vessel should have a ladder ready for the use of the Canal company's officials.

In 【July, 1954】, passage through the canal was permitted by day and night except on 【Sundays,】 to vessels of not more than 58 feet (17<sup>m</sup>7) beam and 22 feet (6<sup>m</sup>7) draught. The maximum beam accepted for twinscrew vessels was 56 feet (17<sup>m</sup>1).

On 【Sundays】 the canal is closed between the hours of 【0600 and 2000】 for maintenance.

Men-of-war and vessels carrying mail enjoy priority of towage provided that the interval between the time of their arrival and that of a cargo vessel does not exceed one hour.

Lines 44-53: *Delete*.

**Page 95.**—Lines 2-5: *Delete and substitute:*—

The minimum headroom below the two bridges that cross the canal is 174 feet (53<sup>m0</sup>) above mean sea-level.

**[Page 97.**—Lines 18-26: *Delete.*]

**Page 98.**—Line 24: *For* “ 161 feet (49<sup>m1</sup>) ” *read* “ 121 feet (36<sup>m9</sup>) ”

Line 26: *For* “ on ” *read* “ close northward of ”

**View facing page 100.**—In title: *For* “ Cophalonia ” *read* “ Cephalonia ”

**Page 101.**—Line 47: *Delete* “ Light-buoy.—Buoys.—”

**Page 101.**—Line 47: *Delete* “ Light-buoy.—Buoys.—”

Lines 49-54: *Delete.*

**Page 102.**—**[**Line 2: *For* “ 39 feet (11<sup>m9</sup>) ” *read* “ 36 feet (11<sup>m0</sup>) ”

Line 7: *Delete* “ 5,000 ” to “ 1945 ” and *substitute* “ 6,000 inhabitants, in 1951 ”

Lines 15-16: *Delete and substitute:*—

There is a depth of 2½ fathoms (4<sup>m1</sup>) in the entrance and depths of from 1½ to 2½ fathoms (2<sup>m3</sup> to 4<sup>m6</sup>) in the harbour, except close to the moles and the sea wall where there are depths of from 3 to 6 feet (0<sup>m9</sup> to 1<sup>m8</sup>).

**[**Lines 21-22: *Delete* “ 13 ” to “ height ” and *substitute* “ 26 feet (7<sup>m9</sup>) ”

**[**Lines 23-24: *Delete.*]

Lines 37-38: *Delete* “ It was ” to “ off ” and *substitute* “ In 1950, an area, indicated on the chart, had been dredged to depths of 19 and 21 feet (5<sup>m8</sup> and 6<sup>m4</sup>) in the vicinity of ”

**[**Line 41: *Delete* 41: *Delete* “ and a statue ”

Line 51: *For* “ 13 feet (4<sup>m0</sup>) ” *read* “ 16 feet (4<sup>m9</sup>) ”

Line 52: *For* “ masonry obelisk ” *read* “ iron pyramid on a masonry base, 16 feet (4<sup>m9</sup>) in height ”

**Page 103.**—Line 7: *Delete and substitute:*—

There **[**is one mooring buoy**]** close inshore on the eastern side of the harbour and three for small vessels eastward of the town.

Line 13: *For* “ 8,293 in 1937 ” *read* “ 8,500 in 1950 ”

Line 17: *Delete.*

**Page 104.**—Line 50: *After* “ Cephalonia.—” *insert* “ Light.—”

**[**Page 106.—Lines 38-39: *Delete* “ 36 ” to “ height ” and *substitute* “ 59 feet (18<sup>m0</sup>) ”

**Page 107.**—Line 27: *For* “ 90 feet (27<sup>m4</sup>) ” *read* “ 46 feet (14<sup>m0</sup>) ”

**Page 108.**—Line 17: *For* “ Cephalonia ” *read* “ Cephalonia ”

**[**Lines 30-31: *Delete* “ 23 ” to “ hut ” and *substitute* “ 30 feet (9<sup>m1</sup>) ”

**Page 110.**—Lines 9-10: *Delete* “ from ” to “ cairn ” and *substitute* “ , at an elevation of **[**79 feet (24<sup>m1</sup>)**]**, from a white structure ”

**Page 110 continued**

**[After line 11 insert:—**

A light is exhibited at an elevation of 29 feet (8<sup>m</sup>8) from an iron tower on a column, 13 feet (4<sup>m</sup>0) in height, situated on the northern extremity of Katzurbo-nisi.]

**Page 113.—Lines 43-45: Delete.**

**[Page 114.—Lines 5-6: Delete “ a white ” to “ (5<sup>m</sup>8) ” and substitute “ an iron tower with column 13 feet (4<sup>m</sup>0) ”]**

**[Page 116.—Lines 28-29: Delete “ 36 to (5<sup>m</sup>8) ” and substitute “ 43 feet (13<sup>m</sup>1), from an iron tower with column 13 feet (4<sup>m</sup>0) ”]**

**Page 118.—Line 11: After “ bay.— ” insert “ Light-buoy.— ”**

**Line 40: After “ bay.” insert:—**

The population, in 1945, was 2,000.

**After line 42 insert:—**

A can light-buoy, exhibiting a red flashing light every two seconds, is moored about half a cable south eastward of the pier.

**[Page 119.—Lines 36-37: Delete.]**

**[Page 120.—Line 49: After “ Kálamos ” insert “ Light.— ”]**

**Page 121.—[After line 22 insert:—**

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from an iron column on a concrete base, 16 feet (4<sup>m</sup>9) in height, on Cape Asproyiali at the north-eastern extremity of the island.]

**Line 33:—**

**Page 122.—Lines 38-39: Delete [“ 43 ” to “ (4<sup>m</sup>9) ” and substitute “ 36 feet (11<sup>m</sup>0), from an iron tower with column, 13 feet (11<sup>m</sup>0) ”]**

**Line 52: For “ 3,700 feet (1127<sup>m</sup>8) ” read “ 3,796 feet (1157<sup>m</sup>0) ”**

**Page 123.—[After line 25 insert:—**

In 1953, a 10-fathom (18<sup>m</sup>3) shoal was reported to lie about 6 miles eastward of Cape Doukátón.]

**Lines 32-34: Delete “ 229 ” to “ height,” and substitute “ 194 feet (59<sup>m</sup>1), from a tower, 7 feet (2<sup>m</sup>1) in height, near the dwelling of a disused lighthouse ”**

**Page 125.—Lines 4-5: Delete “ 36 ” to “ structure ” and substitute “ 39 feet (11<sup>m</sup>9) from an iron column with a hut at its base ”**

**Page 127.—Line 13: After “ windmill ” insert “ , without sails,”**

**Lines 15-17: Delete “ There ” to “ Voliós.”**

**Line 25:—**

**Line 33: After “ Beaconage.— ” insert “ Buoyage.— ”**

**Page 128.—Line 2: Delete “ 17 ” to “ 1945 ” and substitute “ about 19 feet (5<sup>m</sup>8) in the channel, in 1948 ”**

**Line 4: Delete “ can ”**

**Lines 6-8: Delete “ the ” to “ marks ” and substitute “ a black spherical buoy marking the submerged remains of a stone pillar about**

*Page 128 continued.*

three-quarters of a cable westward of Voliós and a similar buoy marking "

Line 11: *For "stone pillar" read "eastern buoy"*

Lines 13-18: *Delete and substitute:—*

Between the southern entrance and a position about a mile northward the channel is marked by [buoys.]

The anchorage northward of the submerged mole is described on page 127.

Line 21: *Delete ", and " to "end."*

Lines 51-52: *Delete and substitute:—*

In 1949, a shoal bank extended about half a cable eastward from the head of the mole.

Line 53: *After "channel," insert "abreast the citadel, alongside which are depths from 22 to 24 feet (6<sup>m</sup>7 to 7<sup>m</sup>3),"*

**Page 129.**—*After line 4 insert:—*

A sand bank extends about 200 feet (61<sup>m</sup>0) south-eastward from the head of the mole and, in 1946, was reported to be extending further.

[A rocky bank extends about half a cable northward of the citadel, the north-western end of which is marked by a spherical buoy.]

Line 5: *For "7" read "[5]" and for "2<sup>m</sup>1" read "[1<sup>m</sup>5]"*

Line 6: *[Delete "eastward" to "end" and substitute "southward of the islet with] an old fort on it"*

Lines 24-25: *Delete "16" to "(3<sup>m</sup>4" and substitute "20 feet (4<sup>m</sup>0 to 6<sup>m</sup>1) in Levkás harbour, and from 12 to 13 feet (3<sup>m</sup>7"*

Line 31: *Add:—There is a 1½-ton fixed crane on the north-eastern.*

Lines 42-45: *Delete.*

Line 54: *After "Levkás.—" insert "Light.—"*

**Page 130.**—Line 3: *For "Níkitas" read "Nikítas"*

*After line 21 insert:—*

A light is exhibited, at an elevation of 122 feet (36<sup>m</sup>2), from a column surmounting a pile structure, 13 feet (4<sup>m</sup>0) in height, on Sésoula rock.

**Page 132.**—Line 33: *Delete "(Pantokrator)"*

Lines 50-51: *Delete "1945" to "(5<sup>m</sup>2)" and substitute "1951 was dredged to a depth of 24 feet (7<sup>m</sup>3), but there was a 23-foot (7<sup>m</sup>0) patch on the leading line about 3½ cables from the front leading light"*

**Page 133.**—Line 2-3: *Delete and substitute:—*

"Préveza bay between Fort Áktion and Paliosáraga point, about 3½ cables north-westward."

Line 4: *Delete and substitute:—*

"**Lights.—Buoyage.**—A conical light-buoy, exhibiting a *white flashing light every five seconds*, is "

Line 5: *For "a mile" read "1½ miles"*

Line 7: *After "light" insert "from a dwelling with a black line on its roof, situated"*

Line 8: *After "light" insert ", at an elevation of 23 feet (7<sup>m</sup>0), from a white triangle on an iron column with a ladder and a balcony, 20 feet (6<sup>m</sup>1) in height."*

Line 10: *Add*:—When within a distance of three-quarters of a mile of the front light the rear light may be obscured by the roof of the light-keeper's house, from which the front light is exhibited.

By day, care should be taken to keep the front leading mark bearing  $066^{\circ}$  when the rear leading mark becomes obscured; otherwise a false rear triangular mark, in the background, which comes into line with the front mark on a bearing of  $064^{\circ}$ , may be mistaken for the true rear leading mark.

Line 11: *Delete* " buoys and "

Lines 12-15: *Delete*.

Line 16: *Delete* " in red " to " stripes " and *substitute* " black "

Lines 20-22: *Delete*.

Lines 25-27: *Delete and substitute*:—

**Currents.**—Currents in Khrisánthis channel, though largely tidal, are irregular and strong; the ebb stream, when accompanied by a northerly wind, sometimes attains a rate of  $3\frac{1}{2}$  knots. The streams set roughly east and west at the western end of the channel and north-north-east and south-south-west at the eastern end; thus a vessel entering the channel with the current on the port side, will leave it with the current on her starboard side and vice versa. In the central part of the channel the current sets truly along its axis.

Line 34: *For* " three quarters of " *read* " half "

Line 40: *For* " Forts Paliosáraga and " *read* " Paliosáraga point and Fort "

Line 44: *Delete* " (Fort Nuovo) "

Line 54: *For* " beacon " *read* " tower on a concrete base "

**Page 134.**—Lines 2-3: *Delete*.

Line 5: *For* " from " *read* " 10 feet ( $3^m0$ ) in height, on "

*After line 13 insert*:—

**Traffic signals**—Traffic signals consisting of symbols, disposed vertically, displayed at Paliosáraga point, have the following meanings:—

|   |   |
|---|---|
| Three balls                             | The Port is closed.                     |
| A cone between two balls                | Passage to Préveza prohibited.          |
| Two cones, points together, over a ball | Passage to and from Préveza prohibited. |
| A cone between two inverted cones       | Passage from Préveza prohibited.        |

Line 15: *After* " Anchorages.—" *insert* " Mooring buoys.—"

Line 17: *After* " cape," *insert* " on which there is a light (page 140),"

Line 26: *Add*:—Two mooring buoys are laid in the western part of Préveza bay.

*[After line 28 insert*:—

**Submarine cables.**—Anchorage is prohibited between the pecked lines shown on the chart, from Fort Aktion in a north-westerly direction to Point Paliosáraga, owing to the existence of submarine cables.]

Line 32: *For* " 1937, was 8,659 " *read* " 1951, was about 13,000 "

Line 36: *Delete and substitute*:—

There is a self-propelled fresh-water barge with a capacity of 120 tons, but supply is limited; several lighters, with capacities up to 60 tons, are available.

**Page 135.**—Line 38: *Delete* " This " to " damaged."

**Page 136.**—Line 34: *For " five " read " six "*

Line 44: *After " light " insert " every four and a half seconds "*

**Page 139.**—[Line 15: *For " 45 feet (13<sup>m</sup>7) " read " 56 feet (17<sup>m</sup>1) "*]

Line 34: *For " is shallow." read " , which is shallow, is covered by the red sector of Cape Kópraina light bearing more than 349°."*

Line 49: *After " COAST.—" insert " Light.—"*

**Page 140.**—Lines 3-4: *For " 3½ fathoms (6<sup>m</sup>4) " read " 1½ fathoms (3<sup>m</sup>2) "*

*After line 7 insert:—*

A light is exhibited, at an elevation of 49 feet (14<sup>m</sup>9), from an iron framework column, 16 feet (4<sup>m</sup>9) in height, situated on Mftika.

**Page 141.**—Lines 24-26: *Delete " The anchorage " to "also" and substitute " In 1949, the harbour had silted up considerably, and the shore bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, had extended about one cable. There is "*

**Page 142.**—Line 34: *Delete " This " to " ruins."*

**Page 143.**—Line 36: *For " 282 feet (85<sup>m</sup>9) " read " 285 feet (86<sup>m</sup>9) "*

Line 39: *For " Light " read " Lights "*

**Page 144.**—*After line 22 insert:—*

A light is exhibited, at an elevation of 214 feet (65<sup>m</sup>2), on Cape Lakká, the north-western extremity of Paxof.

Line 51: *After " is " insert " occasionally "*

**Page 146.**—Line 13: *After " Dangers.—" insert " Light.—"*

**[After line 39 insert:—**

A light is exhibited, at an elevation of 55 feet (16<sup>m</sup>8), from a white pyramidal hut, 8 feet (2<sup>m</sup>4) in height, situated on the northern of the two Lagoúdhia rocks.]

**Page 148.**—Line 43: *For " 95 feet (29<sup>m</sup>0) " read " 98 feet (29<sup>m</sup>9) "*

Line 44: *After " column " insert " and hut "*

**Page 150.**—*After line 30 insert:—*

A shoal with a least depth of 6½ fathoms (11<sup>m</sup>9) lies 2¾ miles north-north-eastward of Cape Kastrí light-structure.

Lines 42-43: *Delete " 288 " to " situated " and substitute " 315 feet (96<sup>m</sup>0), from an iron tower on a stone base, 10 feet (3<sup>m</sup>0) in height, near a ruined lighthouse "*

**Page 151.**—Line 34: *For " 22 feet (6<sup>m</sup>7) " read " 30 feet (9<sup>m</sup>1) "*

Line 35: *After " hut," insert " 23 feet (7<sup>m</sup>0) in height,"*

**[Page 152.**—*After line 20 insert:—*

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0) from a white conical structure, 8 feet (2<sup>m</sup>4) in height, on the south-eastern side of Prashoudhi islet.]



**Page 153.**—Lines 5-7: *Delete* "a point" to "north-north-eastward" and *substitute* "Cape Sídhero and Cape Anemomylos, about three-quarters of a mile southward"

Line 24: *For* "253 feet (77<sup>m</sup>1)" *read* "249 feet (75<sup>m</sup>9)"

*After line 26 insert:—*

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a concrete column on the head of a jetty about 5 cables south-westward of Cape Sídhero light; a light is exhibited at a similar elevation, and from a similar structure, on the northern extremity of Cape Anemomylos.

**Page 154.**—Line 12: *For* "A rock" *read* "Katartou, a rock"

Line 14: *Add:—*A rock, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies about half a mile north-north-eastward of Katartou rock.

Line 16: *For* "this" *read* "Katartou"

Line 35: *For* "Gouvía harbour" *read* "Faiakon bay"

Line 40: *For* "Light" *read* "Lights"

Line 50: *Add:—*This monument has been reported to be not visible westward of 038°, due to the presence of trees.

**Page 155.**—Lines 9, 30: *For* "Gouvía harbour" *read* "Faiakon bay"

Lines 15-16: *Delete* "The" to "harbour" and *substitute* "Buoyage.—The south-eastern entrance point of Faiakon bay (Govino harbour)"

Line 20: *After* "and" *insert* "about 3½ cables"

Line 23: *For* "4 fathoms (7<sup>m</sup>3)" *read* "3½ fathoms (5<sup>m</sup>9)"

Line 25: *For* "4½" and "7<sup>m</sup>8" *read* "3½" and "6<sup>m</sup>9"

*After line 26 insert:—*

The entrance channel is marked by four can buoys, one on the north-western side and three on the south-eastern side, the positions of which can best be seen on the chart.

Line 28: *Delete* "an islet" to "rock" and *substitute* "Fustipidima, an islet"

**Page 156.**—Line 21: *For* "Kouoúra" *read* "Koulóúra"

**Page 157.**—Line 44: *For* "55 feet (16<sup>m</sup>7)" *read* "56 feet (17<sup>m</sup>1)"

Line 49: *Delete* "(Porto Edda)"

**Page 158.**—Line 7: *Add:—*It was reported, in 1947, that the coast-line between these points lay one to 2 cables further south-westward than charted.

Line 13: *For* "Charts 434, 1450." *read* "Chart 1450."

Line 14: *After* "Anchorage.—" *insert* "Foul ground.—"

*After line 31 insert:—*

Foul ground, consisting of a sunken boom, lies between the south-eastern extremity of Vídhio and Cape Áyios Nikólaos and between the south-western extremity of Vídhio and the western end of the detached breakwater westward of Point Perpetua.

Line 34: *For* "half" *read* "about a quarter of"

Line 36: *For* "1½" *read* "4"

*After line 42 insert:—*

A can buoy is laid about 1½ cables west-north-westward of the western end of the detached breakwater.

**Page 159.**—Line 1: *For "Charts 434, 1450." read "Chart 1450."*

Line 15: *For "32,221, in 1937" read "36,665, in 1951"*

Line 16: *Delete.*

Line 20: *For "crane, at" read "hand crane on pier No. 1, about half a cable east-north-eastward of"*

Line 21: *For "4" read "5"*

Line 23: *For "10" read "60"*

Lines 34-36: *Delete "it" to "long" and substitute "in 1950, the channel over the bar was dredged to 1 depth of 21 feet (6<sup>m</sup>4) over a width of about 66 yards (60<sup>m</sup>4)"*

Line 48: *For "Light-buoy.—" read "Buoyage.—"*

Lines 50-52: *Delete and substitute:—*

In 1950, the channel across the bar was marked by two pairs of [conical light-buoys, the port hand buoys exhibiting a *red flashing light, every one and a half seconds*, and the starboard hand buoys a *green flashing light every one and a half seconds*] which, however, cannot be relied upon.

**Page 160.**—Line 4: *After "bar;" insert "the vessel should keep strictly on this leading line;"*

**Page 165.**—Lines 34-35: *Delete "called" to "Italians,"*

**Page 167.**—Line 13: *After "at" insert "Skala,"*

Line 17: *After "head" insert ", from which a light is exhibited"*

*After line 17 insert:—*

A light is exhibited, at an elevation of 51 feet (15<sup>m</sup>5), from a red pyramidal iron structure, 23 feet (7<sup>m</sup>0) in height, of Kep i Karlovécit.

Lines 19-20: *Delete and substitute:—*

"115 feet (35<sup>m</sup>1), from a pyramidal iron structure, 23 feet (7<sup>m</sup>0) in height, on Baterije point"

*Delete the view on this page.*

**Page 169.**—*After line 23 insert:—*

**Light.**—A light is exhibited, at an elevation of 295 feet (89<sup>m</sup>9), from a green pyramidal iron structure, 15 feet (4<sup>m</sup>6) in height, close westward of the church on the summit of Kep i Lagit.

**Page 170.**—Line 13: \_\_\_\_\_

[Line 14: *For "white" read "red"*]

Line 15: *Add:—*A conical light-buoy, exhibiting a *green group flashing light showing two flashes every fifteen seconds*, is moored about [9½ cables east-south-eastward] of the shallowest part of Talbot shoal, close westward of a stranded wreck.]

[Line 21: *For "7" read "5"*]

[Line 25: *For "1939" read "1954"*]

[Line 26: *After "harbour" insert ", but there is a ruined jetty and a stranded wreck near the centre of this part"*]

[Line 34: *For "4½" read "5½"*]

*After line 54 insert—*

Fuel oil is available at the eastern mole.

**Page 171.**—Line 2: *After "Coast.—" insert "Light.—"*

Line 35: *Delete and substitute:—*

"A light is exhibited, at an elevation of 138 feet (42<sup>m</sup>0), from a square hut, 10 feet (3<sup>m</sup>0) in height, on the western extremity of Kep i Rodonit. The point is "

Line 41: *For "Mendra" read "Mendre"*

Upper view facing this page: *Delete " (disused) " against lighthouse.*

**Page 172.**—Line 28: *After "on" insert "St. Giovanni point,"*

Lines 30-31: *Delete "are" to "piers" and substitute "is a wooden pier with a depth of about 18 feet (5<sup>m</sup>5) alongside"*

Lines 35-36: *Delete "There" to "drinking."*

Line 38: *For "Lights.—Beacons.—" read "Light.—Buoyage.—"*

Lines 41-48: *Delete and substitute:—*

The entrance to the channel leading into the harbour is marked on each side by a drum buoy and a similar buoy marks the western side of the channel within the entrance.

**Page 173.**—Line 6: *For "Mendra" read "Mendre (Menders Pt.)"*

Line 35: *Add:—There is a small landing stage on this point.*

Lines 36, 42, 45 and 49: *For "Mendra" read "Mendre"*

**Page 175.**—Lines 48-49: *Delete and substitute:—*

There is a quay in the harbour and a mooring buoy for the use of small vessels.

Line 50: *For "Mendra" read "Mendre"*

**Page 176.**—Line 5: *Delete "Orašac" to "Mendra" and substitute "Valdanos (Noce), on the northern side of Rt Mendre"*

Line 13: *For "Mendra" read "Mendre"*

*After line 39 insert:—*

There is a mooring buoy south-south-eastward of the mole head.

*After line 42 insert:—*

**Pilotage.**—*For pilotage, see page 182.*

Line 45: *For "23 feet (7<sup>m</sup>0)" read "21 feet (6<sup>m</sup>4)"*

**Page 177.**—Line 18: *For "Maljević bay" read "Uvala Meljevik"*

**Page 179.**—Line 16: *After "town." insert:—In 1948, both these moles were reported to be damaged.*

*After line 20 insert:—*

**Pilotage.**—*For pilotage, see page 182.*

Line 21: *For "Light.—" read "Lights.—"*

*After line 23 insert:—*

Leading lights, about a quarter of a cable apart, are exhibited at the head of the bay; the front [is a single light] and the rear is a single light; in line the lights bear 013°.

Line 24: \_\_\_\_\_ *[Delete "buoy" to "ball" and substitute "light-buoy, exhibiting a red flashing light every two seconds"]*

*After line 30 insert:—*

**Directions.**—A vessel should keep strictly to the leading line with the leading lights in line, bearing 013°, which leads close south-east of the white conical buoy.

**Page 180.**—Line 16: *After " Danger.—" insert " Beacon.—"*

Line 17: *Add:—An iron pole beacon, surmounted by a white ball, 16 feet (4<sup>m</sup>9) in height, stands on this rock.*

**[Line 18: *After " Danger.—" insert " Light.—"*]**

**[Line 26: *For " 7 fathoms (12<sup>m</sup>8) " read " 6 fathoms (11<sup>m</sup>0) "*]**

**[After line 32 *insert:—***

A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a white iron framework tower, 21 feet (6<sup>m</sup>4) in height, on Rt Traste.]

**[Lines 46-50: *Delete.*]**

**Page 181.**—Line 25: *For " Lastivaca " read " Mamula "*

View facing this page: *For " Lastavica " read " Mamula "*

**Page 182.**—Line 11: *For " Luštica " read " Dobreč (Luštica) "*

Lines 14-15: *Delete and substitute:—*

**Pilotage.**—Pilotage is compulsory in Boka Kotorska and in the Yugoslav harbours southward. The request for a pilot should be made to the Dubrovnik harbour authority at Gruž, and the pilot should be embarked 4 miles southward of Otočić Sveti Andrija (page 204). *See page 48.*

Line 47: *For " Petrovići " read " Donji Krašići (Petrović) "*

*After line 54 insert:—*

For speed regulations, *see page 191.*

**Page 183.**—*After line 48 insert:—*

There is a mooring buoy about a cable westward of this quay.

**[Pilots.**—The pilot station is in Luka Zelenika, and the call sign is YTHZ. For the area of Boka Kotorska and the harbour south of it, there is a day and night service. Pilots are embarked and disembarked near the entrance to Boka Kotorska.]

Line 50: *For " 15 feet (4<sup>m</sup>6) " read " 19 feet (5<sup>m</sup>8) "*

Line 52: *For " 30 feet (9<sup>m</sup>1) " read " 25 feet (7<sup>m</sup>6) "*

Line 53: *For " 25 feet (7<sup>m</sup>6) " read " 21 feet (6<sup>m</sup>4) "*

**[Page 184.**—*After line 3 insert:—*

A light is exhibited at an elevation of 16 feet (4<sup>m</sup>9), from a white iron column, on the north-western extremity of the point at Roze harbour, about half a cable north-westward of the church.]

**Page 185.**—Line 44: *For " Otok Milosrde " read " Otok islet "*

Line 45: *Delete and substitute:—*

" Otok, Stradioti (S. Marko) and Prevlaka (S. Trojica), which "

**Page 186.**—Line 11: *For " Light-buoys.—Beacons " read " Buoyage.—Beacon "*

*After line 21 insert:—*

A light is exhibited on the quay at Donja Lastva, about three-quarters of a mile southward of Rt Opatovo, the eastern entrance point of Tesnac Verige.

Line 28: *For " beacon " read " spar buoy "*

**Page 187.**—Line 27: *After " Beacon.—" insert:—A light is exhibited on Rt Seljanovo.*

Page 187 continued.

**[After line 44 insert:—**

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1) from the roof of a hut, 18 feet (5<sup>m</sup>5) in height, near the southern extremity of a point, about 2½ cables south-eastward of the above light.]

Line 49: For " 50 " read " from 15 to 16 "

**Page 188.—After line 21 insert:—**

A light is exhibited on the head of a wharf at Lepetane, about 4½ cables north-north-eastward of Rt Opatovo light-structure.

Line 26: For " 26 feet (7<sup>m</sup>9) " read " 21 feet (6<sup>m</sup>4) "

**[After line 26 insert:—**

A light is exhibited at an elevation of 23 feet (7<sup>m</sup>0) from a white iron structure on a concrete block, 21 feet (6<sup>m</sup>4) in height, on the point close north-westward of Gospe od Andjela.]

**Page 189.—Line 46: For " Dražen Vrt " read " Dražin rt "**

**Page 190.—Line 29: For " 19 feet (5<sup>m</sup>8) " read " 20 feet (6<sup>m</sup>1) "**

Line 40: For " 15 feet " read " 16 feet "

**Page 191 —Line 5: After " quay " insert " ; there is also a mooring buoy about a cable eastward of the quays at Muo "**

**After line 17 insert:—**

**Speed regulation.**—In order to prevent damage to boats or floating objects secured alongside wharves and to small craft under way all vessels are prohibited from proceeding at a speed of more than 12 knots anywhere within Kotorski zaliv. Disregard of this regulation is a punishable offence under Yugoslav law.

**Page 195.—Line 51: After " buoy " insert with black horizontal bands "**

**[Page 196.—Line 48: Delete.]**

**Page 197.—[Line 1: Delete and substitute:—**  
**Chart 2713.]**

**After line 35 insert:—**

There is a radio station. See page 46.

**[Line 37: Delete.]**

Line 43: Delete " See " to " 1582."

**[Page 198.—Line 1: Delete and substitute:—**  
**Chart 2713.]**

**[Line 16: After " 3675 " insert " plan of Luka Gruž "]**

**Page 199.—Line 1: After " 3675 " insert " Plan of Luka Gruž "**

**[Line 11: For " 07' " read " 05' "]**

**[Line 12: For " 22 feet (6<sup>m</sup>7) " read " 23 feet (7<sup>m</sup>0) "]**

**[Line 13: For " 17 feet (5<sup>m</sup>2) " read " 18 feet (5<sup>m</sup>5) "]**

**After line 13 insert:—**

**Pilotage.**—Pilotage is compulsory for the harbour area of Gruž and Dubrovačka. The request for a pilot should be made to the Dubrovnik harbour authority and he should be embarked 4 miles southward of Otočić Sveti Andrija (page 204). See page 48.

*Page 199 continued.*

Lines 38-39: *Delete* "water-boat" to "upon" and *substitute* "water-boat, with a capacity of 40 tons, or from hydrants on the quays. Coal is available.

There is a 200-H.P. tug and four 20-ton lighters "

Line 41: *Delete* and *substitute*:—

There are two 2½-ton cranes and one 21-ton crane on the southern part of the railway wharf.

Line 46: *Delete*.

**[Page 200.—Line 1: After " 3675 " insert " plan of Luka Gruž "]**

**[Page 201.—Line 8: *Delete* and *substitute*:—  
Chart 3675, plan of Luka Zaton.]**

**[Line 13: *Delete*.]**

**[After line 24 insert:—  
Chart 2713.]**

**[Page 202.—Line 4: *Delete* and *substitute*:—  
Chart 3675, plan of Luka Slano.]**

**[Line 6: For "Gornja" and "Donja" read "Gornji" and "Donji "]**

**[Page 203.—Line 13 : For "Donja" read "Donji "]**

**[Caption of upper view: For "Donja" read "Donji "]**

**Page 204. —Line 52: *Delete* "view on chart 1582 and"**

**Page 205.—Lines 11-12 : *Delete* " 15 " to " (4<sup>m</sup>3) " and *substitute* " 38 feet (11<sup>m</sup>6), from an iron structure, 26 feet (7<sup>m</sup>9)"**

**[Page 206.—Line 35: *Delete* and *substitute*:—  
Chart 3675, plan of Luka Slano.]**

**[Line 44: For "Donja" read "Donji "]**

**[Line 50: For " 15 feet (4<sup>m</sup>6) " read " 16 feet (4<sup>m</sup>9) "]**

**[Line 51: For " 14 feet (4<sup>m</sup>3) " read " 15 feet (4<sup>m</sup>6) "]**

**Page 207.—[Line 1: *Delete* and *substitute*:—**

**Chart 3675, plan of Luka Slano.]**

**Lines 25-29: *Delete* and *substitute*:—**

The entrance to the narrow part, at the north-western end of his channel, is marked on its north-eastern side by a black conical buoy, surmounted by a cone, and on its south-western side by a red conical buoy, surmounted by a cylinder; farther in, the channel is marked on its north-eastern side by [six buoys, the first two, the fourth and the sixth] black conical buoys, each surmounted by a cone, [the third and fifth] black can buoys, in that order from seaward; on its south-western side by [four red buoys the first by] a red conical buoy, surmounted by a cylinder, [the second] by a red conical buoy, [the third by a conical with cylinder top mark] buoy and [the fourth] by a red spherical buoy, in that order; at the inner end of the northern side of the channel are two wooden beacons; when entering, a vessel should pass south-westward of the black buoys and the two wooden beacons, and north-eastward of the red buoys; on either side of the channel are the submerged remains of numerous wooden beacons.

**Page 210.**—Upper view facing this page.—For “*san Giorgio*” read “*San Giorgio*”

**Page 212.**—Line 42: For “**Light.**—” read “**Lights.**—”

Line 46: *Delete and substitute:—*

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), at the eastern entrance to Valle San Pietro.

A light is exhibited at the landing steps.

A black conical buoy, surmounted by a cone, is ”

**Page 216.**—Line 14: For “*Prapatna*” read “*Prapanta*”

Chart references at foot of page: For “*2185a*” read “*2158a*”

**[Page 217.**—Line 13: *Delete and substitute:—*

*Chart 3176, plan of Luka Pomina.*]

**[Lines 21, 25: For “*Pomena*” read “*Pomina*”]**

**[Line 27: For “*Si*” read “*Hrid Šij*”]**

**[Line 43: For “*Otočić*” read “*Hrid*”]**

**[Page 218.**—Line 12: *Delete and substitute:—*

*Chart 3675, plan of Luka Polače.*]

**[Lines, 34, 37, 43: For “*Kobrave*” read “*Kobrava*”]**

**[Lines 34, 44: For “*Otočić*” read “*Hrid*”]**

**[Line 46: For “*Stupe*” read “*Stupa*”]**

**[Page 219.**—Line 1: *Delete and substitute:—*

*Chart 3675, plan of Luka Pomina*]

**Page 222.**—After line 3 insert:—

*Chart 2712.*

Line 5: For “a red iron structure” read “an iron column”

**Page 225.**—Line 43: For “*Rat*” read “*Rt*”

**Page 229.**—Line 13: For “**cable.**—” read “**cables.**—”

After line 26 insert:—

A telegraph cable, indicated on the chart, is laid between the north-eastern end of the town of Korčula, the western end of Otočić Otok and Korčula Otok south-south-westward; the landing places of the cable are indicated by marks showing inverted anchors. See page 50.

**Page 231.**—Line 6: For “20 feet (6<sup>m</sup>1)” read “25 feet (7<sup>m</sup>6)”

Line 7: For “19 feet (5<sup>m</sup>8)” read “23 feet (7<sup>m</sup>0)”

**[Lines 18-19: For “iron column” read “white iron structure”]**

After line 19 insert:—

*Chart 2712.*

A light is exhibited, at an elevation of 31 feet (9<sup>m</sup>4), from a white octagonal concrete tower, 25 feet (7<sup>m</sup>6) in height, on the north-western extremity of Rt Osićac.

*Chart 1611, plan of Pelješac channel.*

**Page 232.**—Lines 47-49: *Delete and substitute:—*

“ships and boats in Pelješacki kanal, vessels may not proceed at a speed greater than 12 knots between a line joining Rt Kneža and Rt

*Page 232 continued.*

S. Ivana (page 230) on the west and the meridian of 17° 12' E. on the east."

**Page 235.**—Lines 15-16: *Delete.*

**Page 237.**—Line 30: *For "Vis harbour" read "Viška luka"*

Line 31: *Delete " (Telići) "*

Line 39: *For "southward" read "south-south-westward"*

Line 42: *Delete " (Vis) "*

Line 43: *Delete and substitute:—*

"Vellington rt, about 9 cables eastward. Otočić Host, 79 feet (24<sup>m</sup>1) "

Line 47: *Delete " (Krava) "*

Line 49: *For "Wellington point" read "Vellington rt"*

**Page 238.**—Line 5: *For "channel" read "kanal"*

Line 22: *For "2½ fathoms (4<sup>m</sup>1) " read "2½ fathoms (4<sup>m</sup>6) "*

Lines 25 and 29: *For Otočići " read "Otok"*

Line 26: *For "The" read "Razanj rt, the"*

Line 31: *Delete " (Strošica) "*

Line 32: *Delete " (Dokriotok) "*

Line 49: *Delete " (Rasnik) "*

Line 50: *Delete " (Sdrilca) "*

Line 51: *For "105 feet (32<sup>m</sup>0) " read "103 feet (31<sup>m</sup>4) "*

**Page 239.** Lines 1 and 21: *For "channel" read "kanal"*

Line 8: *Delete " (Gospa od Krovenice) "*

Lines 15 and 27: *For "Vis harbour" read "Viška luka"*

Line 29: *Delete " (Vis) "*

Line 38: *Delete " (Jere) "*

Line 40: *Add:—In 1948, with winds from between north and east, this light could not be lighted.*

**Page 240.**—Lines 1 and 28: *For "Vis harbour" read "Viška luka"*

Line 4: *For "Port" read "Luka"*

Line 12: *For "Wellington" read "Vellington"*

Line 34: *For "channel" read "kanal"*

Line 37: *After "westward" insert ", Razanj rt"*

**Page 241.**—Line 1: *For "channel" read "kanal"*

Line 21: *After "of" insert "Jzmetišće rt,"*

Line 35: *Delete " (Pelegrin) "*

Line 37: *Delete " (Sabioni) "*

**Page 242.**—Line 1: *For "channel" read "kanal"*

Lines 10-11: *Delete " (Napoleon) "*

Line 13: *Delete " (Franjevački) "*

**Page 243.**—Line 1: *For "channel" read "kanal"*

**Page 247.**—Line 54: *For "an iron" read "a red iron"*



**Page 248.**—[Line 2: For “column” read “structure”]

After line 3 insert:—

A light is exhibited on the southern side of the channel on the head of a dyke at Rt Duba harbour (page 247).

[Line 4: For “24 feet (7<sup>m</sup>3)” read “23 feet (7<sup>m</sup>0)”]

[Line 5: For “iron” read “concrete”]

Line 7: For “16 feet (4<sup>m</sup>9)” read “21 feet (6<sup>m</sup>4)”

Line 8: After “column” insert “17 feet (5<sup>m</sup>2) in height”

[Line 21: For “1582” read “3675”]

Line 22: \_\_\_\_\_

Lines 34-40: Delete “Blaca” to “silt.” and substitute:—Blaca bay lies on the south-eastern side of Osinj; that part of the bay northward of the four islets mentioned above has silted up and can only be entered by small craft with local knowledge.

**Page 249.**—[Lines 1, 50: For “1582” read “3675”]

Line 50: \_\_\_\_\_

Line 53: For “a mile” read “8½ cables”

**Page 250.**—Lines 1, 24: [For “1582” read “3675”]—

Line 2: \_\_\_\_\_

[After line 5 insert:—

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9) from a green iron structure on the head of the southern mole.]

Lines 6-14: Delete.

After line 19 insert:—

A light is exhibited, at an elevation of [23 feet (7<sup>m</sup>0,] from [a] [white iron structure, 20 feet (6<sup>m</sup>1)] in height, on the southern extremity of the eastern mole at Drače.

Lines 26-27: Delete and substitute:—

“Luka [Ploče].—Lights.—Buoyage.—The western side of Luka [Ploče”]

Line 40: \_\_\_\_\_

Line 43: For “buoyed” read “marked on its eastern side by two light-buoys, each exhibiting a green flashing light every two seconds”

Lines 46, 49-50: \_\_\_\_\_

Lines 52-54: Delete and substitute:—

Uvala Mala Pošte, on the eastern side of the harbour, is entered between Rt Zminjac, situated about 3½ cables south-eastward of the southern extremity of Otok [Ploča,] and a point about half a cable southward. On the southern end of this land-locked inlet, there is a wooden wharf, about 395 feet (120<sup>m</sup>4) in length, with a depth, in 1951, of about 15 feet (4<sup>m</sup>6) alongside.

A red conical buoy, surmounted by a cylinder, marks the southern extremity of the spit close southward of Rt Zminjac.

A light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1), at Rt Višnjica.

A light is exhibited about 1½ cables north-north-eastward of Rt Višnjica.

A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from an iron column, 12 feet (3<sup>m</sup>7) in height, on Rt Bat.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from an iron column, 14 feet (4<sup>m</sup>3) in height, at the western extremity of the railway wharf on the southern side of Luka [Ploče.]

*Page 250 continued.*

A light is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), from an iron column, 15 feet (4<sup>m</sup>6) in height, on the south-western extremity of Rt Zminjac.

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from an iron column, 14 feet (4<sup>m</sup>3) in height, at the north-western extremity of the wharf on the southern side of Uvala Mala Pošte.

**Page 251.**—Line 1 \_\_\_\_\_

Line 1: **[For " 1582 " read " 3675 "]**

Lines 2-4: *Delete.*

Line 6: \_\_\_\_\_

Line 10: \_\_\_\_\_

**[Line 13: *Delete.*]**

Lines 30-31: *Delete and substitute:—*

**Pilots.**—A pilot should be obtained at Luka **[Ploče.]**

**Page 252.**—Line 1: \_\_\_\_\_

Line 1: **[For " 1582 " read " 3675 "]**

Line 3: *After " Beaconage.—" insert " Buoyage.—"*

Line 8: *For " three " read " four "*

*After line 17 insert:—*

Two posts, about a quarter of a cable apart, stand near the head of the southern mole; in line, bearing 114°, they lead to the entrance.

Line 44: *For " 23 feet (7<sup>m</sup>0) " read " 26 feet (7<sup>m</sup>9) "*

Line 45: *For " 17 feet (5<sup>m</sup>2) " read " 8 feet (2<sup>m</sup>4) "*

**Page 253.**—**[Lines 1, 11: For " 1582 " read " 3675 "]**

**[Line 42: For " Lapota " read " Lopata "]**

**[Page 254.**—Line 1: *For " 1582 " read " 3675 "]*

**[After line 15 insert:—**

*Chart 3675, plan of Kanal Malog Stona.]*

**[Page 255.**—Line 1: *Delete and substitute:—*

*Chart 3675, plan of Kanal Malog Stona.]*

**Page 260.**—Line 23: *After " tower," insert " 18 feet (5<sup>m</sup>5) in height,"*

Line 28: *For " Vrboska and Jelsa harbours " read " Luka Vrboska and Luka Jelsa "*

Line 41: *For " Stari Grad bay " read " Starigradski zaliv "*

Line 43: *Delete " (Stari grad) "*

**Page 261.**—Line 1: *For " Stari Grad bay " read " Starigradski zaliv "*

Line 7: *For " 25 feet (7<sup>m</sup>6) " read " 26 feet (7<sup>m</sup>9) "*

Line 26: *For " Vrboska and Jelsa harbours " read " Luka Vrboska and Luka Jelsa "*

**Page 262.**—Line 1: *For " Vrboska and Jelsa harbours " read " Luka Vrboska and Luka Jelsa "*

Line 30: *For " Port Makarska " read " Luka Makarska "*

Line 31: *For " Light " read " Lights "*

Page 262 continued.

Line 42: *Delete and substitute:—*

“side; in 1952, the latter mole was damaged.

A light is exhibited, at an elevation of 52 feet (15<sup>m</sup>8), from an hexagonal tower and dwelling, 47 feet (14<sup>m</sup>3) in height, situated on the north-western extremity of Sveti Petar peninsula.”

Line 51: *For “Donjaluka bay” read “Donja luka”*

**Page 263.**—Line 1: *For “Port Makarska” read “Luka Makarska”*

**Page 265.**—Line 34: *Delete “red” to “cylinder” and substitute “black, surmounted by a cone”*

**Page 266.**—Line 19: *After “3<sup>m</sup>0).” insert:—*There is a mooring buoy near the head of the eastern mole.

**Page 267.**—*After line 5 insert:—*

A light is exhibited at the head of Stomorica (Crkavlje) cove, about 2 miles north-westward of Baškavoda.

Line 22: *For “angle” read “head”*

Lines 25-26: *For “a masonry tower” read “an iron column on a stone base”*

Lines 32-33: *Delete “24” to “(6<sup>m</sup>1)” and substitute “29 feet (8<sup>m</sup>8), from a grey iron tower, 23 feet (7<sup>m</sup>0)”*

Line 38: *After “road.—” insert “Buoyage.—”*

Lines 45-46: *Delete and substitute:—*

“depended on, and by two red conical buoys, each surmounted by a cylinder, moored about three-quarters of a cable and 2 cables south-westward of the mole at Omiš. At night, the light on Franjevički convent, bearing less than 071°, leads southward of this bank, and the light on the elbow of the mole at Omiš, bearing 000° and showing green, leads south-eastward of the bank.”

**Page 274.**—Line 22: *For “Drveničko” read “Drvenički”*

**Page 279.**—View facing page: *For “Čiprijan” read “Čubrijan”*

Line 5: *For “49 feet (14<sup>m</sup>9)” read “25 feet (7<sup>m</sup>6)”*

Line 8: *For “16 feet (4<sup>m</sup>9)” read “19 feet (5<sup>m</sup>8)”*

Line 17: *Delete “Port”*

**[**Lines 23, 25, 28: *For “Čiprijan.” read “Čubrijan.”*

Line 26: *Delete and substitute:—*

“16° 15' E.).”

Lines 50-52: *Delete “fixed” to “flashing” and substitute “flashing light every two and a half seconds, and the eastern, a white flashing light”*

*After line 54 insert:—*

A red buoy, surmounted by a cone, is moored on the northern side of the channel about 3 cables westward of the swing bridge, and a red conical buoy, surmounted by a cylinder, is moored on the southern side about 3½ cables east-north-eastward of it.

**Page 280.**—Line 1: *Delete “Port”*

Line 2: *For “occasionally exhibited from a” read “exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a wooden”*

**[**Line 4: *For “Čiprijan.” read “Čubrijan.”*

*Page 280 continued.*

A floating dock, which lies in a south-south-west/north-north-east direction is moored about 2 cables east-south-eastward of the above light.”]

*After line 8 insert:—*

Anchorage is prohibited in the eastern part of Kaštelanski zaliv in an area bounded on the east by a line drawn across the bay in a 167° direction from a position about 2½ cables, 253°, from the church in Kaštel Sućurcu, on the northern shore of the bay (page 286), and bounded on the west by a line drawn across the bay in a 140° direction from the head of the mole at Kaštel Kambelovcu (Kambelovac), about 1½ miles westward of Kastel Sućurcu.

Line 12: *Add:—*Anchorage is also prohibited within a distance of about 22 yards (20<sup>m</sup>1) of the swing bridge on its eastern side owing to the existence of submarine cables. See page 50.

[Lines 14, 51: *For “ Čiprijan ” read “ Čubrijan ”*]

[*After line 21 insert:—*

There are four mooring buoys.]

**Page 282.**—Lines 3-4: *Delete “ 39 ” to “ column ” and substitute “ 30 feet (9<sup>m</sup>1), from a red square iron tower ”*

Line 40: *Delete “ Port ”*

Line 42: *Delete “ (Sustjepan) ”*

Line 50: *After “ point.” insert:—*The entrance to the small harbour (page 283) in the south-western corner of the bay is marked by a red conical buoy, surmounted by a cylinder, and a black conical buoy, surmounted by a cone.

Lines 52-54: *Delete “ buoys.” to “ chart.” and substitute “ conical buoys, one red, surmounted by a cylinder, and the other black and surmounted by a cone.*

**Pilotage.**—Pilotage is compulsory; the pilot boards the vessel at the entrance to the harbour. See page 48.”

**Page 283.**—Line 1: *Delete “ Port ”*

Lines 4-5: *Delete “ 12 ” to “ 5<sup>m</sup>5) ” and substitute “ 9 to 15 feet (2<sup>m</sup>7 to 4<sup>m</sup>6) ”*

Lines 6-8: *Delete and substitute :—*

“ terminates at Strosmajerova obala, from the western end of which Gat 26 Listopada projects about half a cable westward and has depths of from 6 to 12 feet (1<sup>m</sup>8 to 3<sup>m</sup>7) alongside. Two moles, the southern named Gat Sveti Duje ”

Line 9: *For “ Sveti Petra ” read “ Gat proleterskih brigada ”*

Line 10: *Delete “ 18 ” to “ (6<sup>m</sup>4) ” and substitute “ 12 to 27 feet (3<sup>m</sup>7 to 8<sup>m</sup>2) ”*

Line 11: *After “ moles ” insert “ ; in 1952, Gat Sveti Duje was being lengthened ”*

Lines 13-14: *Delete and substitute:—*

A breakwater, which extends about one cable northward and west-north-westward from Rt Sustipan, forms, with the western shore, a camber, for small craft with general depths of from 8 to 20 feet (2<sup>m</sup>4 to 6<sup>m</sup>1) in it. Rocky shoals, with depths of less than 6 feet (1<sup>m</sup>8) over them, lie on the outside of the elbow of the breakwater and on the north-western side of the entrance to the camber, and are marked, respectively, by a red conical buoy surmounted by a drum, and by a black conical buoy surmounted by a cone. The width of the

Page 283 continued.

channel, leading into the camber, between the latter buoy and the head of the breakwater is barely 50 yards (45<sup>m7</sup>).

Lines 16, 44 and 48: For " Mletački mole " read " Gat 26 Listopada "

Lines 17-18: Delete " 6 " to " 3<sup>m7</sup> " and substitute " 2 to 9 feet (0<sup>m6</sup> to 2<sup>m7</sup>) "

Lines 19-25: Delete and substitute:—

**Berths.**—The depths in the berths alongside the moles and the breakwater can best be seen on the plan.

Line 26: For " **Light** " read " **Lights** "

After line 35 insert:—

A light is exhibited, at an elevation of 34 feet (10<sup>m4</sup>), from a red circular iron tower, 23 feet (7<sup>m0</sup>) in height, situated about a quarter of a cable eastward of Rt Sustipan on the outer edge of the shallow bank.

A light is exhibited at the head of the western breakwater about one cable north-north-westward of Rt Sustipan.

A light is exhibited, at an elevation of 27 feet (8<sup>m2</sup>), from a grey iron hut on the head of Gat Proleterskih Brigada.

A light is exhibited, at an elevation of 21 feet (6<sup>m4</sup>), from a grey iron column, 16 feet (4<sup>m9</sup>) in height, at the south-western corner of Gat 26 Listopada.

**Page 284.**—Lines 1 and 16: Delete " Port "

After line 24 insert:—

A British Consular officer is normally stationed here.

After line 28 insert:—

There is a radio station. See page 46.

Line 33: Delete and substitute:—

In 1950, some cranes, with lifting capacities of from 5 to 20 tons, were available.

Line 40: After " zaliv.—" insert " **Prohibited anchorage.**—"

**Page 285.**—Line 33: Add:—Anchorage is prohibited in the entrance to Uvala Supaval as far in as the line joining Hrid Silo and the eastern entrance point of the cove.

Line 42: After " **Beacons.**—" insert " **Buoyage.**—A light-buoy, exhibiting a green flashing light every two seconds, is moored on the northern side of the entrance to Kaštelanski zaliv about one mile east-south-eastward of Rt Marjan; vessels must not pass between this light-buoy and the coast northward."

**Page 286.**—Line 3: For " beacon." read " beacon; it is marked by a light-buoy exhibiting a red flashing light showing a short flash every three seconds."

Line 18: For " offshore. " read " offshore; it is marked by a conical buoy painted in red and black horizontal bands and surmounted by a ball."

Line 22: For " 21 feet (6<sup>m4</sup>) " read " 25 feet (7<sup>m6</sup>) "

After line 26 insert:—

A light is exhibited, from the western extremity of Otačac Rock.】

Lines 30-31: Delete " 33 " to " (8<sup>m5</sup>) " and substitute " 24 feet (7<sup>m3</sup>), from a grey iron column, 16 feet (4<sup>m9</sup>) "

*Page 286 continued.*

**[After line 34 insert:—**

A light is exhibited, from the head of the western mole at Kaštel Gomilica.]

**Page 287.—Line 32: —————**

**Page 288.—Line 10: After “ Rogoznica.—” insert “ Light.—”**

**After line 30 insert:—**

A light is exhibited, at an elevation of 50 feet (15<sup>m</sup>2), from a white concrete tower situated on Rt Gradina.

**Page 289.—[Line 19: For “ south-eastern ” read “ northern ”]**

**[Line 20: Delete “ painted in red and black bands, and ”]**

**Line 21: For “ two balls ” read “ a ball ”**

**After line 27 insert:—**

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron structure, with a tower, situated on Hrid Kalebinjak.

**Line 31: After “ Anchorages.—” insert “ Prohibited anchorage.—”**

**Lines 39-43: Delete and substitute:—**

Anchorage is prohibited within an area, indicated by pecked lines on the chart, in the approaches to the anchorage off Rogoznica.

**Page 290.—After line 43 insert:—**

A 9-fathom (16<sup>m</sup>5) patch lies about 3½ cables north-westward of the north-western extremity of Otočić Tmara.

**Page 291.—[Lines 30-31: Delete “ 16 ” to “ 4<sup>m</sup>9 ” and substitute “ 26 feet (7<sup>m</sup>9), from a red iron tower, 24 feet (7<sup>m</sup>3) ”]**

**Line 33: After “ Anchorages.—” insert “ Prohibited anchorage.—”**

**After line 41 insert:—**

Anchorage is prohibited south-eastward of the pecked line on the chart joining the eastern end of Otočić Maslinovik and Rt Kremik, and north-eastward of the pecked line joining the eastern end of Otočić Maslinovik and Rt Zečevo (page 290).

**Page 292.—[Line 16: After “ islet ” insert “ , marked by a conical buoy without a topmark ”]**

**Line 22: After “ Drevnik.” insert:—**Depths of less than 3 fathoms (5<sup>m</sup>5) extend from the northern end of the island which lies midway between Oblik and Drevnik.

**Page 294.—Lines 5-9: Delete and substitute:—**

**Pilotage.**—Pilotage is compulsory in Šibenik; the pilot should board the vessel in the vicinity of Jadrija lighthouse (page 298). See page 48.

**Page 295.—Line 35: For “ northern ” read “ eastern ”**

**[Page 298.—Line 49: Add:—**A fog signal is sounded from the light-structure.]

**[Line 52: After “ lantern ” insert “ on an iron post, 3 feet (0<sup>m</sup>9) in height,”]**

**[Line 54: Delete.]**

**Page 299.**—Line 39: *After " Harbour.—" insert " Light.—"*

**Page 300.**—*After line 3 insert:—*

A light is exhibited from a column on a white hut, 21 feet (6<sup>m</sup>4) in height, situated on the north-western corner of Makale quay.

【Line 14: *Add:—*It is marked on its northern side by a conical buoy with ball topmark.】

Line 44: *For " A tug is " read " Three tugs are "*

Line 47: *Delete " There is " to " 46."*

**Page 303.**—Line 8: *After " danger.—" insert " Light.—"*

Line 17: *Add:—*A light is exhibited on the head of the pier.

【**Page 307.**—Lines 51-52: *Delete " with " to " it " and substitute " is an islet "】*

【**Page 308.**—Line 19: *Add:—*It is marked on its eastern side by a conical buoy with ball topmark.】

【**Page 309.**—*After line 20 insert:—*

A light is exhibited, from the south-eastern head of the breakwater on the northern side of a small bay, about 1½ miles north-westward of the above light-structure.】

**Page 311.**—【Lines 19-20: *Delete " 54 " to " north—" and substitute " 62 feet (18<sup>m</sup>9), from a stone tower, 49 feet (14<sup>m</sup>9) in height, on the south—"】*

【Line 21: *Add:—*A fog signal is sounded at the lighthouse】

Line 28: *For " Beacon.—" read " Beacons.—"*

**Page 312.**—Line 10: *Add:—*It is marked by a concrete beacon painted in black and red horizontal bands and surmounted by a ball.

Line 45: *For " 24 feet (7<sup>m</sup>3) " read " 21 feet (6<sup>m</sup>4) "*

*After line 46 insert:—*

A light is exhibited, at an elevation of 24 feet (7<sup>m</sup>3), from an iron column, 23 feet (7<sup>m</sup>0) in height, on Greben Kušija.

**Page 314.**—【Line 5: *Add:—*There is a rock, marked by a concrete beacon, situated about half a cable north-westward of the eastern entrance.】

*After line 12 insert:—*

A 9¾-fathom (18<sup>m</sup>0) patch lies about one mile south-westward of Oločić Obrovanj.

**Page 319.**—Line 5: *Add:—*A 4¼-fathom (7<sup>m</sup>8) patch lies about 1½ miles eastward of Uvala Sveti Kuzma and about half a mile off-shore.

【Line 16: *Delete " Buoy.—"】*

*After line 37 insert:—*

A shoal, with a depth of 3¼ fathoms (5<sup>m</sup>9) over it, lies about 2½ cables north-north-westward of the light-tower on the western extremity of Otočić Babac.

【Lines 40-42: *Delete " This " to " ; a " and substitute " A "】*

Line 41: \_\_\_\_\_

**Page 320.**—*After line 15 insert:—*

A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a black iron pyramid structure, 11 feet (3<sup>m</sup>3) in height, on the head of the south-east breakwater.】

**Page 324.**—Line 24: *Delete* “ (Borgo Erizzo)】”

Line 28: *After* “ Borgo Erizzo ” *insert* “ (Erizzo) ”

Line 50: *Delete* “ (Sveti Paval) ”

Line 54: *Delete* “ (Supetar) ”

**Page 325.**—Line 23: *Delete and substitute:—*

*Chart 2775 and plan of Port of Zadar.*

Line 29: *For* “ Riva Vittorio Emanuele III ” *read* “ Obala Maršala Tita ”

Line 32: *After* “ as ” *insert* “ three-quarters of ”

Line 35: *For* “ a cable ” *read* “ three-quarters of a cable ”

Line 38: *Delete* “ (Amica) ”

**Page 326.**—Line 4: *Delete.*

Line 10: *Delete and substitute:—*

A 6½-fathom (12<sup>m</sup>3) patch lies about 1½ miles north-westward of Rt Mika, and nearly half a mile offshore.

**Page 327.**—Lines 27-28: *Delete* “ a ” to “ of ” and *substitute* “ 6-fathom (11<sup>m</sup>0) patches lie about a quarter of a mile north-eastward and half ”

Line 33: *After* “ shoal ” *insert* “ , which is covered by the red sector of Tri Sestrice light between the bearings of 225° and 234° ”

Line 47: *For* “ 17 feet (5<sup>m</sup>2) ” *read* “ 13 feet (4<sup>m</sup>0) ”

Line 53: *After* “ post ” *insert* “ , 12 feet (3<sup>m</sup>7) in height, ”

**Page 328.**—Lines 5 and 9: *Delete.*

Line 13: *Delete and substitute:—*

*Chart 2775 and plan of Port of Zadar.*

Line 20: *For* “ Riva Derna ” *read* “ Istarska obala ”

Line 25: *For* “ 58 feet (17<sup>m</sup>7) ” *read* “ 39 feet (11<sup>m</sup>9) ”

Line 38: *Delete and substitute:—*

*Charts 2774, 2711.*

A light is exhibited, at an elevation of 52 feet (15<sup>m</sup>8), from a structure, 52 feet (15<sup>m</sup>8) in height, situated on the eastern side of the south-easternmost of Otočići Tri Sestrice. A fog signal is sounded at the lighthouse.

*Chart 2775 and plan of Port Zadar.*

Line 39: *Delete* “ Radiobeacon.—”

Lines 43-44: *Delete.*

**Page 329.**—Line 8: *Delete and substitute:—*

*Chart 2775.*

Line 13: *Delete and substitute:—*

*Charts 2774 and 2775.*

Line 28: *Delete and substitute:—*

*Chart 2775, plan of Port of Zadar.*

Line 29: *After* “ ZADAR.—” *insert* “ Buoy.—”



*Page 329 continued.*

Lines 32-33: *Delete* " the two " to " Barcagno;" and *substitute* " the distillery chimney close to the root of Molo Porporella; Villa Vlahov, about 2 cables northward of the chimney;"

Line 48: *Delete* " (Vitrnjak) "

Line 52: *After* " shore " *insert* " which is conspicuous "

*After* line 52 *insert*:—

A black conical buoy surmounted by a cone is moored about 2 cables southward of Punta Ventosa.

**Page 330.**—Line 1: *Delete* and *substitute*:—

*Chart 2775, plan of Port of Zadar.*

Line 3: *For* " outer " *read* " inner "

Line 5: *For* " inner " *read* " outer "

Line 8: *Delete* and *substitute*:—

" its shores. There are numerous dolphins close off its northern shore and one close offshore westward of Villa Vlahov. This "

Line 14: *Delete* " **Radio mast.**—"

Lines 16-18: *Delete.*

Line 20: *For* " Riva Derna " *read* " the head of Molo Porporella "

Lines 30-31: *For* " Riva Vittorio Emanuele III " *read* " Obala Maršala Tita "

*After* line 32 *insert*:—

Anchorage is prohibited within a distance of 164 yards (150<sup>m</sup>0) north-westward of the floating bridge. Vessels should not approach nearer than 50 feet (15<sup>m</sup>2) to the floating bridge.

Line 38: *For* " Riva della Sanità " *read* " Radnička obala "

Lines 40-54: *Delete* " crossed " to " about " and *substitute* " fouled by the wreckage of Ponte del Littorio. A floating bridge crosses the harbour here.

The shores of the harbour are lined by quays, of which the names, depths and conditions alongside, in 1948, may best be seen on the plan.

Valle di Bora and Uvale Gizi are coves on the north-eastern side and at the end of the harbour; there are some mooring buoys near the head of the former, and a pier with a depth of 9 feet (2<sup>m</sup>7) at its outer end near the head of the latter."

**Page 331.**—Lines 1-3: *Delete* and *substitute*:—

*Chart 2775, plan of Port of Zadar.*

Lines 5 and 24: *For* " Valle dei Ghisi " *read* " Uvale Gizi "

Line 10: *For* " Riva Barcagno " *read* " Put Mornarice "

Lines 13-17: *Delete.*

Lines 21-23: *Delete.*

Line 26: *For* " Riva Derna " *read* " Istarska obala "

Lines 29-31: *Delete* and *substitute*:—

" Vessels drawing less than 10 feet (3<sup>m</sup>0) can berth alongside Obala Maršala Tita, but to do so is "

Lines 35-36: *For* " Riva Vittorio Emanuele III " *read* " Obala Maršala Tita "

Lines 39-41: *Delete* and *substitute*:—

**Pilotage.**—Pilotage is compulsory; pilots, who are available for day duty only, board vessels in the harbour.

Line 49: *Delete.*

**Page 332.**—Line 1: *Delete and substitute:—*  
*Chart 2775, plan of Port of Zadar.*  
 Lines 9-13: *Delete.*

**Page 335.**—Line 17: *Add:—*An above-water rock lies about 2 cables off the south-eastern entrance point of Uvala Lamjana Mala, to which it is joined by foul ground.

**Page 346.**—Line 22: *For* " 18 feet (5<sup>m</sup>5) " *read* " 12 feet (3<sup>m</sup>7) "

**Page 347.**—Line 21: *Delete* " west-south- "

**Page 349.**—Line 35: *After* " column " *insert* " on a hut, 20 feet (6<sup>m</sup>1) in height, "

**Page 353.**—Line 32: *Add:—*A 4½-fathom (7<sup>m</sup>8) rocky patch lies about half a mile south-eastward of Otočić Mrtovnjak.

**Page 354.**—Line 54: *Add:—*There is a depth of 3¼ fathoms (5<sup>m</sup>9) in the channel between Ravna and Bisaga.

**Page 357.**—Line 7: *For* " 4 fathoms (7<sup>m</sup>3) " *read* " 3¼ fathoms (5<sup>m</sup>9) "

**Page 358.**—Line 17: *For* " 210 feet (64<sup>m</sup>0) " *read* " 200 feet (61<sup>m</sup>0) "  
 Line 24: *For* " 184 feet (56<sup>m</sup>1) " *read* " 180 feet (54<sup>m</sup>9) "  
 Line 28: *For* " 95 feet (29<sup>m</sup>0) " *read* " 163 feet (49<sup>m</sup>7) "  
 Line 29: *For* " 177 feet (54<sup>m</sup>0) " *read* " 183 feet (55<sup>m</sup>8) "  
 Lines 32 and 34: *For* " 5½ fathoms (9<sup>m</sup>6) " *read* " 5 fathoms (9<sup>m</sup>1) "  
 Line 36: *For* " 5½ fathoms (10<sup>m</sup>1) " *read* " 5 fathoms (9<sup>m</sup>1) "  
 Line 41: *For* " 53 feet (16<sup>m</sup>2) " *read* " 63 feet (19<sup>m</sup>2) "  
 Line 42: *After* " Veliki, " *insert* " and nearly "  
 Lines 43-44: *Delete* " shoal " to " 2½ " and *substitute* " rocky shoal, with a depth of one fathom (1<sup>m</sup>8) over it, lies about 2 "

**Page 359.**—Line 46: *After* " Katina " *insert* " (Verige island), about 5 cables east-south-eastward "

**Page 360.**—Line 9: *For* " 121 feet (36<sup>m</sup>9) " *read* " 128 feet (39<sup>m</sup>0) "  
 Lines 17-18: *For* " 10 feet (3<sup>m</sup>0) " *read* " 6 feet (1<sup>m</sup>8) "  
 Line 24: *For* " (Korolan), 43 feet (13<sup>m</sup>1) " *read* " , 49 feet (14<sup>m</sup>9) "  
 Line 26: *Delete* " (Galiola) "  
 Line 33: *For* " 2¾ fathoms (5<sup>m</sup>0) " *read* " 2½ fathoms (4<sup>m</sup>6) "  
 Line 36: *For* " southward " *read* " south-south-westward "  
 Line 39: *After* " Farfarikulac " *insert* " (Fanfariculac) "  
 Lines 47-48: *Delete* " 210 " to " (53<sup>m</sup>9) " and *substitute* " 213 feet (64<sup>m</sup>9) high, and the north-eastern 180 feet (54<sup>m</sup>9) "

**Page 361.**—Line 17: *For* " 5½-fathom (10<sup>m</sup>1) " *read* " 5-fathom (9<sup>m</sup>1) "

Line 22: *For* " 2¾-fathom (5<sup>m</sup>0) " *read* " 2½-fathom (4<sup>m</sup>6) "

Line 28: *For* " , 131 feet (39<sup>m</sup>9) " *read* " (Veliki Garminjak island), 148 feet (45<sup>m</sup>1) "

Page 361 continued.

Line 30: For “ , 75 feet (22<sup>m</sup>9) ” read “ (Mali Garminjak island), 94 feet (28<sup>m</sup>7) ”

Lines 31-32: Delete “ a ” to “ it ” and substitute “ narrow banks, with depths of 4½ and 3 fathoms (8<sup>m</sup>2 and 5<sup>m</sup>5) over them, respectively ”

Page 362.—Line 18: Delete and substitute:—  
“ facing this page.”

Page 363.—Line 1: For “ Macknare ” read “ Maknare ”  
[Line 5: Delete “ , surmounted by a cone,”]

Page 364.—Line 23: Delete “ Golfo ” to “ Yugoslavs ” and substitute “ Riječki zaliv, formerly known as Golfo di Fiume ”

Page 365.—Line 19: For “ Eightly ” read “ Eighthly ”

Line 21: For “ Golfo di Fiume ” read “ Riječki zaliv ”

[Line 23: After “ COAST.—” insert “ Light.—”]

[After line 34 insert:—

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from a red iron column, 16 feet (4<sup>m</sup>9) in height, on the head of the mole.]

Page 366.—Line 45: For “ Buoy ” read “ Buoy ”

Page 367.—Line 9: Delete “ , which is marked by buoys ”

Line 11: After “ Otok Vir ” insert “ ; its north-eastern edge is marked by a black conical buoy surmounted by a cone ”

Page 369.—Line 35: For “ 28 feet (8<sup>m</sup>4) ” read “ 32 feet (9<sup>m</sup>8) ”

Page 372.—Lines 9 and 13: Add:—This light is reported to be unreliable during northerly winds.

Page 381.—Line 42: For “ 20 feet (6<sup>m</sup>1) ” read “ 15 feet (4<sup>m</sup>6) ”

Line 43: For “ 18 feet (5<sup>m</sup>5) ” read “ 12 feet (3<sup>m</sup>7) ”

Page 383.—Line 37: Delete “ cylindrical ” to “ diamond ” and substitute “ [red] conical buoy, surmounted by a [cylinder] ”

Page 384.—Line 11: After “ Lights.—” insert “ Fog signal.—”

Line 19: For “ 16 feet (4<sup>m</sup>9) ” read “ 18 feet (5<sup>m</sup>5) ”

Line 20: For “ 13 feet (4<sup>m</sup>0) ” read “ 10 feet (3<sup>m</sup>0) ”

Line 26: Add:—A fog signal is sounded at the lighthouse.

Line 46: For “ two red balls ” read “ a red ball ”

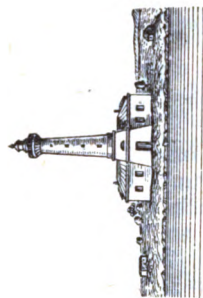
Page 385.—Line 43: For “ Sip ” read “ Šip ”

Line 49: Delete “ a red ” to “ (7<sup>m</sup>0) ” and substitute “ an iron tower, 24 feet (7<sup>m</sup>3) ”

Page 386.—Lines 8 and 12: For “ Sip ” read “ Šip ”

[Page 387.—Line 35: Delete “ with ” to “ (11<sup>m</sup>6) ” and substitute “ 36 feet (11<sup>m</sup>0) ”]

To face page 362 of Book.  
" " 48 of Supplement.



Rt Veli rat lighthouse.

**Page 388.**—Line 19: *For " Light " read " Lights "*

*After line 21 insert:—*

A light is exhibited, at an elevation of 30 feet (9<sup>m1</sup>), from a white iron structure, 17 feet (5<sup>m2</sup>) in height, on Rt Zaglava.

A light is exhibited on the northern entrance point of Luka Povljanska.

**Page 389.**—Line 30: *For " Light " read " Lights "*

*After line 32 insert:—*

A light is exhibited, at an elevation of 27 feet (8<sup>m2</sup>), from a white iron structure, 21 feet (6<sup>m4</sup>) in height, situated about half a mile north-westward of Mandrija cove.

**Page 399.**—Line 35: *For " 36 feet (11<sup>m0</sup>) " read " 23 [feet] (7<sup>m0</sup>) "*

Lines 42-43: *Delete " 17 " to " (5<sup>m5</sup>) " and substitute " 18 feet (5<sup>m5</sup>), from an iron column, 13 feet (4<sup>m0</sup>) "*

Lines 44-46: *Delete " 13 " to " (5<sup>m5</sup>) " and substitute " 15 feet (4<sup>m6</sup>), from a red conical iron tower with black bands, 15 feet (4<sup>m6</sup>) "*

**Page 400.**—Line 50: *For " 13 feet (4<sup>m0</sup>) " read " 18 feet (5<sup>m5</sup>) "*

**Page 405.**—Line 2: *For " 13 feet (4<sup>m0</sup>) " read " 16 feet (4<sup>m9</sup>) "*

Line 3: *For " 8 feet (2<sup>m4</sup>) " read " 11 feet (3<sup>m4</sup>) "*

**Page 410.**—*After line 3 insert:—*

A light is exhibited on Punta Tarei (page 406) on the western side of the southern end of Plavnički kanal.

Lines 5-6: *Delete " 27 " to " (8<sup>m8</sup>) " and substitute " 31 feet (9<sup>m4</sup>), from a stone house, 23 feet (7<sup>m0</sup>) "*

**[Line 9: *For " 27 feet (8<sup>m2</sup>) " read " 28 feet (8<sup>m5</sup>)."*]**

Line 24: *For " Aleksandrovo " read " Punat " and for " Aleksandrovo " read " Punat (Aleksandrovo) "*

Line 33: *For " Aleksandrovo " read " Punat "*

Line 44: *For " three iron light-beacons " read " lights "*

Lines 45-46: *Delete " 14 " to " (3<sup>m4</sup>) " and substitute " 13 feet (4<sup>m0</sup>), from a green iron column, 10 feet (3<sup>m0</sup>) "*

**[Lines 48-49: *Delete.*]**

**Page 411.**—Line 13: *For " 18 feet (5<sup>m5</sup>) " read " 17 feet (5<sup>m2</sup>) "*

**Page 412.**—Line 25: *For " Light " read " Lights "*

*After line 27 insert:—*

A light is exhibited, at an elevation of 17 feet (5<sup>m2</sup>), from an iron column, 15 feet (4<sup>m6</sup>) in height, on a landing stage on the south-eastern side of Uvala Klada.

**[After line 39 insert:—**

**Light.**—A light is exhibited, on Rt Sajalo.]

**[Page 414.**—Lines 7-8: *Delete " 33 " to " house " and substitute " 34 feet (10<sup>m4</sup>), from a brick hut "]*

**Page 417.**—Line 46: *For " buoy " read " surmounted by a cone "*

Line 48: *After " buoys " insert " , each surmounted by a drum "*

Line 49: *Delete and substitute:—*  
" head of the breakwater."

**[Page 418.—Line 50: For “ an ” read “ a red ”]**

**Page 419.—Line 10: For “ 20 feet (6<sup>m</sup>1) ” read “ 26 feet (7<sup>m</sup>9) ”**

**[Lines 10-11: Delete “ an iron ” to “ (4<sup>m</sup>6) ” and substitute “ a white iron tower on piles, 23 feet (7<sup>m</sup>0) ”]**

**Line 11: \_\_\_\_\_**

**[After line 12 insert:—**

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a white octagonal tower 30 feet (9<sup>m</sup>1) in height, situated on the northern extremity of Rt Silo.]

**[Line 13: For “ an iron ” read “ a white iron ”]**

**After line 18 insert:—**

A light is exhibited at the head of the mole at Klimno.

**Line 43: After “ kanal ” insert “, known to the Yugoslavs as Velebitski kanal,”**

**Page 420.—After line 28 insert:—**

**Regulations.—See page 440.**

**Page 421.—Line 9: After “ kanal,” insert “ known to the Yugoslavs as Srednja Vrata kanal,”**

**Line 17: After “ steep-to.” insert:—Rt Mugranj (Mulgragn Pt) lies about 6 miles north-north-westward of Punta Cosmini.**

**Line 32: After “ Spena ” insert “, known to the Yugoslavs as Rt Manganel,”**

**After line 33 insert:—**

**Regulations.—See page 440.**

**Page 422.—Line 31: After “ Gatto,” insert “ known to the Yugoslavs as Rt Mašnjak,”**

**After line 40 insert:—**

**Pilotage.**—Pilotage is compulsory between Capo Promontore and Riječka. Pilots are stationed at Porto Veruda, about 5½ miles north-westward of Capo Promontore, and are embarked in the vicinity of Scoglio Porè lighthouse (page 455). See page 48.

**Page 424.—Line 18: Delete and substitute:—**

“ from a red iron tower, 15 feet (4<sup>m</sup>6) in height,”

**[Page 425.—Line 41: For “ 16 feet (4<sup>m</sup>9) from a black ” read “ 20 feet (6<sup>m</sup>1) from a white ”]**

**[Line 42: For “ 15 feet (4<sup>m</sup>6) ” read “ 18 feet (5<sup>m</sup>5) ”]**

**Page 426.—Lines 37-38: \_\_\_\_\_**

**After line 45 insert:—**

A light is exhibited on Punta Grossa.

**After line 48 insert:—**

A light is exhibited on the point on the western side of Canale d'Arsa about 3½ cables north-north-eastward of Punta Cucizza.

**Page 429.—Line 12: After “ Beacons.—” insert “ Lights.—”**

**After line 37 insert:—**

A light is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from a white circular tower and dwelling, 44 feet (13<sup>m</sup>4) in height, situated on Punta Unietta.

**Page 430.**—*After line 3 insert:—*

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a red iron tower on the head of Unie harbour mole.

¶**Lines 23-25:** *Delete* “ 69 ” to “ (21<sup>m</sup>0) and *substitute* “ 31 feet (9<sup>m</sup>4), from a white iron tower, 23 feet (7<sup>m</sup>0) ” ¶

**Page 431.**—*Lines 25-26: Delete* “ 1561 and view on chart ”

**Page 432.**—*Line 3: For* “ 23 feet (7<sup>m</sup>0) ” *read* “ 28 feet (8<sup>m</sup>5) ”

*Lines 39-40: Delete* “ Two ” to “ respectively ” and *substitute:—*  
“ A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9) ”

**Page 433.**—*Line 11: For* “ 066° ” *read* “ 065° ”

**Page 438.**—*Line 53: After* “ Prestenizze,” *insert* “ known to the Yugoslavs as Rt Prestenice,”

**Page 439.**—*Line 4: After* “ channel ” *insert* “ , known to the Yugoslavs as Vela Vrata kanal,”

*After line 30 insert:—*

**Regulations.**—*See page 440.*

*Lines 51-52: Delete* “ GOLFO ” to “ Yugoslavs ” and *substitute:—*  
“ RIJEČKI ZALIV.—**General remarks.**—Riječki zaliv, formerly known as Golfo di Fiume ”

**Page 440.**—*Heading: For* “ GOLFO DI FIUME ” *read* “ RIJEČKI ZALIV ”

*After line 7 insert:—*

**Regulations.**—It is forbidden to discharge fuel oil or petroleum waste in Riječki zaliv except as follows:—

In Canale della Faresina, southward of a line joining Punta del Gatto (page 422) and Punta Prestenice (page 438).

In Krčki kanal, southward of a line joining Rt Manganel (page 421) and Rt Mugranj (Mulgragn), on the eastern side of Isola Cherso, about 2½ miles westward.

In Tihi kanal, westward and southward of a line joining Rt Ertak (page 418) and Rt Turnac (page 418).

*Lines 13-14: For* “ Golfo di Fiume ” *read* “ Riječki zaliv ”

**Page 441.**—*Heading: For* “ GOLFO DI FIUME ” *read* “ RIJEČKA ZALIV ”

**Page 442.**—*Heading: For* “ GOLFO DI FIUME ” *read* “ RIJEČKA ZALIV ”

*Line 11: For* “ Golfo di Fiume ” *read* “ Riječki zaliv ”

*Line 13: For* “ Sršica (Sršcica) point ” *read* “ Rt Molnaric ”

*Lines 16 and 32: For* “ Sršica point ” *read* “ Rt Molnaric ”

¶*Line 37: For* “ 20 feet (6<sup>m</sup>1) ” *read* “ 19 feet (5<sup>m</sup>8) ” ¶

¶*Line 38: For* “ angle ” *read* “ head ” ¶

*Line 40: Delete and substitute:—*

*Charts 2711 and 1996, plan of Luka Martinščica.*

**Page 443.**—*Heading: For* “ GOLFO DI FIUME ” *read* “ RIJEČKA ZALIV ”

*Line 1: Delete and substitute:—*

*Chart 1996, plan of Luka Martinščica.*

*Page 443 continued.*

Line 9: *For " Fiume " read " Riječka "*

*After line 35 insert:—*

**Pilotage.**—Pilotage is compulsory. The pilot, who is available for duty by day [and night, is embarked and disembarked half a mile south-westward of Luka Sušak breakwater. There are three mooring buoys in the bay, about 8, 10 and 14 cables north-north-westward of the light-structure on Rt Kavranić.]

Line 47: *For " 13 feet (4<sup>m</sup>0) " read " 18 feet (5<sup>m</sup>5) "*

Line 48: *For " 9 feet (2<sup>m</sup>7) " read " 14 feet (4<sup>m</sup>3) "*

**Page 445.**—Line 13: *Delete " (Baross basin) "*

*After line 15 insert:—*

**Pilotage.**—Pilotage is compulsory. *See page 447.*

Line 23: *For " Aleksandrov gat " read " a breakwater "*

Lines 26, 29: *For " Porto di Fiume " read " Riječka Luka "*

Line 29: *For " Karađorđeva obala " read " Obala 10 Rujna (formerly Karađorđeva) "*

Lines 30-31, 34 and 48: *For " Aleksandrov gat " read " the breakwater "*

Line 35: *For " 23 " and " 7<sup>m</sup>0 " read " 20 " and " 6<sup>m</sup>1 "*

Lines 45-47: *Delete " 52 " to " (16<sup>m</sup>5) " and substitute " 18 feet (5<sup>m</sup>5), from an iron column, 11 feet (3<sup>m</sup>4) "*

**[Lines 52-54: Delete.]**

**Page 446.**—Heading: *For " FIUME " read " RIJEČKA "*

Line 20: *For " Aleksandrov gat " read " The breakwater "*

Lines 22-23: *Delete " Porto " to " Cagni " and substitute " Riječka Luka.*—Riječka Luka is formed by Generala Petra Drapšina breakwater "

Line 25: *For " six " read " seven "*

Lines 26 and 40: *For " Molo I " read " Lole Ribara mole "*

Line 27: *Delete " (formerly Palermo) "*

Lines 27-28 and 37: *For " Molo Ammiraglio Cagni " read " Generala Petra Drapšina breakwater "*

Line 32: *For " Fiume " read " Riječka "*

Lines 34-39: *Delete " the following " to " conspicuous." and substitute " the following objects are conspicuous:—a tall building in Sušak, about 2½ cables north-north-eastward of the mouth of Rečina river; the War Memorial church, about 4½ cables northward of the head of the harbour; the civil hospital, about 3 cables east-north-eastward, the barracks, about 5 cables north-north-eastward, and the molasses tanks about 1½ cables north-westward of the head of Lole Ribara mole; the water-tower, torpedo factory, ship-building yards and chemical works, eastward and northward of Port Bergudi. The principal light-tower is not conspicuous."*

Line 45: *For " there is a " read " is Splitska "*

**Page 447.**—Heading: *For " FIUME " read " RIJEČKA "*

**[After line 5 insert:—**

**Prohibited area.**—Navigation, anchoring and fishing is prohibited in an area enclosed by pecked lines, as indicated on the chart, extending about 4½ miles south-westward of the torpedo works.]

Lines 20, 40: *For " Fiume " read " Riječka "*



*Page 447 continued.*

Lines 22 and 53: *For* " Molo Ammiraglio Cagni " *read* " Generala Petra Drapšina breakwater "

Line 25: *For* " Molo I " *read* " Lole Ribara mole "

Lines 36-38: \_\_\_\_\_

Line 48: *For* " Golfo di Fiume " *read* " Riječki zaliv "

*After line 50 insert:—*

**Foul anchorage.**—An area of foul anchorage, indicated on the chart, lies about three-quarters of a cable southward of the head of Lole Ribara mole.

*After line 53 insert:—*

Anchorage is prohibited eastward of Otokara Keršovani mole without permission on account of the moorings of the floating dock.

**Page 448.**—Heading: *For* " FIUME " *read* " RIJEČKA "

Line 2: *For* " Molo III (formerly Genova) " *read* " Vladimira Nazora mole "

Line 3: *For* " Molo Ammiraglio Cagni " *read* " Generala Petra Drapšina breakwater "

Line 4: *For* " Porto di Fiume " *read* " Riječka Luka "

Line 11: *For* " Molo III " *read* " Vladimira Nazora mole "

Lines 12 and 48: *For* " Molo I " *read* " Lole Ribara mole "

Line 16: *Delete and substitute:—*

" **Town.**—The town of Riječka, formerly known as Fiume, is "

Lines 18, 52-53: *For* " Golfo di Fiume " *read* " Riječka zaliv "

Line 22: *For* " Fiume " *read* " Riječka "

Line 42: *Delete and substitute:—*

" on Otokara Keršovani mole (formerly Molo Ancona). There are two 10-ton, two 30-ton and one 60-ton floating cranes.

*After line 45 insert:—*

A floating dock is moored at the eastern end of Riječka Luka.

Line 52: *For* " Golfo di Fiume.—" *read* " Riječki Zaliv.—"

**Page 449.**—Heading: *For* " GOLFO DI FIUME " *read* " RIJEČKI ZALIV "

Line 5: *For* " Fiume " *read* " Riječka "

**Page 450.**—Heading: *For* " GOLFO DI FIUME " *read* " RIJEČKI ZALIV "

Line 14: *For* " Golfo di Fiume " *read* " Riječki zaliv "

Line 42: *For* " 18 feet (5<sup>m</sup>5), from an " *read* " 21 feet (6<sup>m</sup>4), from a black "

Line 44: *For* " black " *read* " red "

**Page 451.**—Heading: *For* " COAST OF ITALY " *read* " NORTH-EASTERN AND NORTHERN SHORES OF THE ADRIATIC.

**Page 455.**—Line 21: *For* " Pola " *read* " Pula "

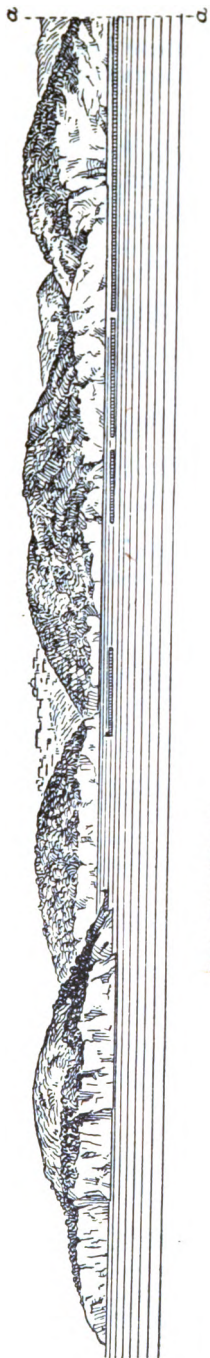
*After line 24 insert:—*

*Charts 201, 200.*

**Buoys.**—A red spherical buoy, surmounted by a cylinder, and a conical buoy, surmounted by a triangle, are moored about 2½ miles west-south-westward and south-south-westward, respectively, of Secca Pericolosa.

To face page 459 of Book.  
 " " 54 of Supplement.

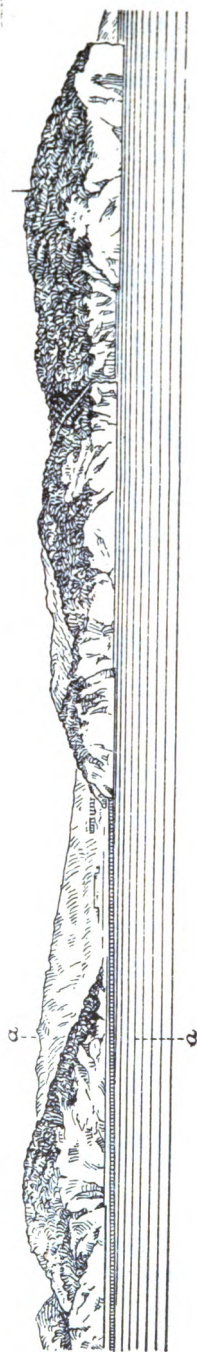
*Stignano.*



*Punta Cristo lighthouse,  
 bearing 065°, 2 miles.*

*Monte Munide.*

*Forte Musile  
 signal station.*



View in 2 parts of approach to Luka Pula from west-south-westward.  
 (Original dated 1939.)

**Page 456.**—*After line 37 insert:—*

It was reported, in 1947, that several of these beacons had been destroyed, rendering the measured distance unserviceable.

Line 46: *Delete and substitute:—*

[" *Chart 1993.*"]

**LUKA PULA.**—This port, formerly known as Pola, is "

[Line 51: *For " Capo Compare " read " Rt Kumpare " ]*

[Line 52: *For " Punta Cristo " read " Rt Krišto " ]*

**Page 457.**—*Heading: For POLA " read " PULA "*

[Line 1: *For " 202 " read " 1993 " ]*

[Lines 3-4, 24, 50: *For " Isolotto Santa Catarina " read " Otok Sveta Katarina " ]*

[Lines 5, 45, 49, 50: *For " Isolotto Sant' Andrea " read " Otok Sveti Andrija " ]*

[Lines 8-9, 49: *For " Penisola di San Pietro " read " Poluotok Sveti Petar " ]*

[Lines 14-15: *For " Valle Maggiore " read " Uvala Valmajor " ]*

[Lines 15-16: *For " Punta Cristo and Valle Zonchi " read " Rt Krišto and Uvala Conki " ]*

[Line 16: *For "Punta Grosso " read " Rt Debeli " ]*

[Line 17: *For " Punta Cristo and Punta " read " Rt Krišto and Rt " ]*

[Lines, 19, 23, 24, 53: *For " Punta " read " Rt " ]*

[Line 26: *For " Valle " read " Uvala " ]*

[Lines 27, 30: *For " Capo Compare " read " Rt Kumpare " ]*

[Lines 28-29, 33: *For "Valle Fisella " read " Uvala Fizela " ]*

[Line 33: *For " Valle Vergarola " read " Luka Vergarola " ]*

[Lines 39-41: *Delete.*]

[Lines 43-44: *For " Isolotto Olivi " read " Otok Uljanik " ]*

Lines 45-47: *Delete " The southern " to " part."*

[Line 51: *For " 23 feet (7<sup>m</sup>0) " read " 26 feet (7<sup>m</sup>9) " ]*

[Line 54: *For " Punta Aguzzo " read " Rt Arguco " ]*

**Page 458.**—*Heading: For " POLA " read " PULA "*

[Line 1: *For " 202 " read " 1993 " ]*

[Line 2: *For " Vallelunga " read " Uvala Valelonga " ]*

[Line 3: *For " Valle San Pietro " read " Uvala Sveti Petar " ]*

[Lines 4-5: *Delete " These " to " them."*]

[Lines 7, 16, 20, 54: *For " Isolotto Olivi " read " Otok Uljanik " ]*

[Lines 15, 18: *For " Secca Olivi " read " Pličina Uliva " ]*

Line 18: *For " five " read " four "*

[Line 19: *Delete.*]

[Line 22: *For " Molo Fiume " read " Gat Rijeka " ]*

[Line 24: *For " Molo San Tomaso " read " Gat Sveti Toma " ]*

Lines 32-34: *Delete and substitute:—*

**Pilotage.**—Pilotage is compulsory. The pilot, who is on duty by day only, boards the vessel near the entrance to the port.

[Line 36: *For " Punta Cristo " read " Rt Krišto " ]*

[Line 40: *For " Capo Compare " read " Rt Kumpare " ]*

[Lines 43, 45-46: *For " Isolotto Sant' Andrea " read " Otok Sveti Andrija " ]*

[Line 46: *For " Isolotto Santa Catarina " read " Otok Sveta Katarina " ]*

Page 458 continued.

[Lines 50-51: For " Penisola di San Pietro " and " Poluotok Sveti Petar " ]

Page 459.—Heading: For " POLA " read " PULA "

[Line 1: For " 202 " read " 1993 " ]

[Lines 3-4: For " Molo Fiume " read " Gat Rijeka " ]

Lines 5-6: Delete and substitute:—

[A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9) from a red iron structure 24 feet (7<sup>m</sup>3) in height, on the head of Gat Sv. Toma, about one cable south-south-westward of the above light-structure.]

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from an iron column, 16 feet (4<sup>m</sup>9) in height, on the head of the arsenal mole about 3 cables southward of the swing bridge.

[Lines 7-8: For " Valle San Pietro " read " Uvala Sveti Petar " ]

[Line 9: For " Forte Musile " read " Fort Mužila " ]

[Lines 10, 41: For " Capo Compare " read " Rt Kumpare " ]

Line 13: Add:—See views facing this page and page 464.

**Prohibited anchorage.**—Anchorage is prohibited between the pecked lines shown on the chart joining [Rt Pinida] and [Rt] [Kumpare,] and [Rt Rankon] and the mainland about 1½ miles east-south-eastward. See also prohibited anchorage on page 465.

[Lines 16, 51: For " Punta Cristo " read " Rt Krišto " ]

[Lines 17, 24, 27: For " Punta " read " Rt " ]

[Lines 18, 25: For " Valle " read " Luka " ]

[Line 20: For " Valle Maggiore " read " Uvala Valmajor " ]

[Line 21: For " Valle Zonchi " read " Uvala Conki " ]

[Line 22: For " Valle Fisella " read " Uvala Fizela " ]

Line 40: For " Pola " read " Pula "

[Line 42: For " Capo Brancorso " read " Rt Brankorso " ]

Line 49: For " B on chart 202 " read " facing this page "

[Lines 52, 54: For " Penisola di San Pietro " read " Poluotok Sveti Petar " ]

[Line 54: For " Isolotto Sant' Andrea " read " Otok Sveti Andrija " ]

Page 460.—Heading: For " POLA " read " PULA "

[Line 1: For " 202 " read " 1993 " ]

[Lines 2, 15, 18-19, 20, 35: For " Isolotti Sant' Andrea " read " Otok Sveti Andrija " ]

[Lines 2, 15, 19, 35: For " Santa Catarina " read " Sveta Katarina " ]

[Line 4: For " Punta Peneda " read " Rt Pinida " ]

[Line 5: For " Isola Brioni Maggiore " read " Otok Brioni " ]

[Lines 6, 31, 48: For " Penisola di San Pietro " read " Poluotok Sveti Petar " ]

[Lines 7, 11, 50: For " Punta Cristo " read " Rt Krišto " ]

Lines 8-9: For " Porto di Pola " read " Luka Pola "

[Line 10: For " Forte Musile " read " Fort Mužila " ]

[Lines 11, 33, 37, 48: For " Cape Compare " read " Rt Kumpare " ]

[Line 21: For " Olivi " read " Otok Uljanik " ]

[Lines 32, 49: For " Isolotto Olivi " read " Otok Uljanik " ]

[Line 29: For " Punta Grossa and Punta Zonchi " and " Rt Debeli and Rt Zonchi " ]

[Line 30: For " Punta Aguzzo " read " Rt Arguco " and for " Valle San Pietro " read " Uvala Sveti Petar " ]

[Line 32: For " Valle " read " Luka " ]

*Page 460 continued.*

**[Lines 33, 37: For " Valle Figo " read " Uvala Figo "]**

**[Line 36: For " Fisella " read " Fizela "]**

**[Line 39: For " Valle Ronzi " read " Uvala Runci "]**

**[Line 41: For " Isolotto Cosada " read " Otok Kozada "]**

**[Line 49: For " Punta Aguzzo " read " Rt Arguco "]**

**[Lines 49-50: For " Punta Monumenti " read " Rt Monumenti "]**

**Page 461.—Heading: For " POLA " read " PULA "**

**[Line 1: For " 202 " read " 1993 "]**

**Line 8: For " Pola " read " Pula "**

**[After line 29 insert:—**

**There are three tugs and three dumb lighters.]**

**Line 34: For " Porto di Pola " read " Luka Pula "**

**[Line 35: For " Chart 202." read " Charts 1993, 202."]**

**[Line 36: For " CANALE DI FASANA " read " FAŽANSKI KANAL "]**

**[Lines 37, 39: For " Punto Cristo " read " Rt Krišto "]**

**[Lines 37, 43: For " Punta Barbariga " read " Rt Barbariga "]**

**[Lines 38, 40, 45, 46: For " Isola " read " Otok "]**

**[Line 39: For " Punta Peneda " read " Rt Pinida "]**

**[Line 40: Delete " Maggiore "]**

**[Line 42: For " Isolotti Cosada and San Girolamo " read " Otok Kozada and Otok Sveti Jerolim "]**

**[Lines 42-43: For " Canale di Fasana " read " Fazanski kanal "]**

**[Line 44: For " Scoglio Cabula " read " Hr. Kabula "]**

**[Line 45: For " Brioni Minore " read " Mali Brioni "]**

**Page 462.—[Heading: For " CANALE DI FASANA " read " FAŽANSKI KANAL "]**

**[Line 1: For " Chart 202 " read " Charts 1973, 202 "]**

**[Lines 6-7: For " Canale di Fasana " read " Fažanski kanal "]**

**[Lines 7, 10, 31: For " Punta Cristo " read " Rt Krišto "]**

**[Lines 9, 18: For " Isolotto San Girolama " read " Otok Sveti Jerolim "]**

**Line 15: Add—See view facing page 464.**

**[Lines 16, 21: For " Isolotto Cosada " read " Otok Kozada "]**

**[Lines 23, 27: For " Punta Peneda " read " Rt Pinida "]**

**[Lines 23, 47, 49: For " Punta Rancon " read " Rt Rankon "]**

**[Line 24: For " Isola Brinoni Maggiore " read " Otok Brioni "]**

**[Line 25: For " Val Terra Alta " read " Uvala Pinida "]**

**[Line 27: For " Valle Laura (Lavora) " read " Uvala Laura " and for " Valle Rancon " read " Uvala Rankon "]**

**[Line 30: For " Valle Ronzi " read " Uvala Runci "]**

**[Lines 31, 33, 37: For " Punta Ronzi " read " Rt Runci "]**

**[Lines 37, 40, 43: For " Fasana " read " Fažana "]**

**Lines 44-45: Delete and substitute:—**

**" is marked by two black conical buoys, each surmounted by a cone."**

**[Line 47: For " Val Catena " read " Uvala Kadena "]**

**[Page 463.—Heading: For " CANALE DI FASANA " read " FAŽANSKI KANAL "]**

**[Line 2: Delete and substitute:—**

**Luka Brioni is entered between Rt Saluga and Rt Karme,]**

**[Lines 4, 14, 46, 50: For " Punta " read " Rt "]**

*Page 463 continued.*

- [Lines 5, 14: For " Punta Carmen " read " Rt Karme "]**
- [Lines 15, 18: For " Isola Brioni Maggiore " read " Otok Brioni "]**
- [Lines 19, 24, 53: For " Isola Brioni Minore " read " Otok Mali Brioni "]**
- [Lines 28, 31, 33, 34, 38: For " Fasana " read " Fažana "]**
- [Line 32: For " Dignano " read " Vodnjan "]**
- [Line 36: For " Gallesano (Galesano) " read " Galižana "]**
- [Line 37: For " Peroi " read " Peroj "]**
- [Lines 38, 43, 45: For " Punta Mertolin " read " Rt Mrtulin "]**
- [Lines 41-42: For " Valle Madonna " read " Uvala Madona "]**
- [Line 45: For " Val Maricchio " read " Uvala Marić "]**
- [Line 51: For " Canale di Fasana " read " Fazanski kanal "]**
- [Line 52: For " Scoglio Cabula " read " Hr. Kabula "]**

**Page 464.—[Heading: For " CANALE DI FASANA " read " FAŽANSKI KANAL "]**

- [Line 1: For " Chart 202 " read " Charts 1993, 202 "]**
- [Line 2: For " Isolotto San " read " Otok Sveti "]**
- [Line 3: For " Gallesano " read " Galižana "]**
- [Line 4: For " Scoglio Cabula " read " Hr. Kabula "]**
- [Line 6: For " Calane di Fasana " read " Fažanski kanal "]**
- [Lines 6, 10: For " Fasana " read " Fažana "]**
- [Line 7: For " Punta " read " Rt "]**
- [Lines 11, 19, 43, 45, 48, 53-54: For " Secca Cosada " read " Pličina Kozada "]**
- [Lines 12-13: For " Isolotto Cosada " read " Otok Kozada "]**
- [Line 17: For " Forte Musil in line with Punta Cristo " read " Fort Muzila in line with Rt Krišto "]**
- [Line 18: For " Isolotti San Griolamo and Cosada " read " Otok Sveti Jerolim and Otok Kozada "]**
- Line 20: For " A on chart 202 " read " facing this page "**
- [Line 21: For " 2 fathoms (3<sup>m</sup>7) " read " 1½ fathoms (3<sup>m</sup>2) "]**
- [Line 22: For " Punta Mertolin " read " Rt Mrtulin "]**
- Line 25: Delete " Fog signal.—"**
- [Line 27: For " Punta Peneda " and " Rt Pinida "]**
- Line 28: For " on chart 202 " read " facing this page "**
- Line 31: Delete.**
- [Lines 34-35, 38, 41: For " Isolotto San Girolamo " read " Otok Sveti Jerolim "]**
- [Lines 43-51: For " Punta Rancon " read " Rt Rankon "]**
- [Line 49: For " in black and white bands " read " red "]**
- [Line 50: For " green " read " red "]**

**[Page 465.—Heading: For " CANALE DI FASANA " read " FAŽANSKI KANAL "]**

- [Lines 6, 41, 51: For " Punta Saluga " read " Rt Saluga "]**
- [Line 9: For " Porto Brioni " read " Luka Brioni "]**
- [Lines 12, 15, 22, 24, 42, 52: For " Fasana " read " Fažana "]**
- [Lines 17-18: For " Scoglio Cabula " read " Hr. Kabula "]**
- [Lines 21, 32, 43: For " Canale di Fasana " read " Fažanski kanal "]**
- [Line 26: For " Peroi " read " Peroj "]**
- [Lines 26, 27: For " Isola Brioni Minore " read " Otok Mali Brioni "]**
- [Line 28: For " Punta Mertolina " read " Rt Mrtulin "]**

Page 465 continued.

【Lines 35-36: For "Porto di Brioni, Fasana and Val Maricchio" read "Luka Brioni, Fažana and Uvala Marić"】

Line 42: Add:—See also prohibited anchorage on page 459.

【Line 44: For "Isola Brioni Maggiore" read "Otok Brioni"】

【Lines 44-45, 47, 54: For "Isolotto San Girolamo" read "Otok Sveti Jerolim"】

【Line 48: For "Secca Cosada" read "Pličina Kozada"】

【Line 49: For "Punta Rancon" read "Rt Rankon"】

Page 466.—【Heading: For "ISOLE BRIONI" read "BRIONSKI OTOCI"】

【Line 1: Delete and substitute:—

Charts 1993, 202.】

【Lines 2, 6, 9, 13: For "Secca Cosada" read "Pličina Kozada"】

【Line 3: For "Forte Musile over Punta Cristo" read "Fort Mužila over Rt Krišto"】

Line 4: For "A on chart 202" read "facing page 464"

【Lines 7, 15: For "Punta" read "Rt"】

【Lines 10, 12-13: For "Isolotto San Girolamo" read "Otok Sveti Jerolim"】

【Line 14: For "Punta Rancon" read "Rt Rankon"】

【Line 17: For "Isole" and "Fasana" read "Otoki" and "Fažana"】

【Line 18: For "Scoglio Cabula" read "Hr. Kabula"】

【Lines 18-19: For "Secca Porèr" read "Hr. Porer"】

【Lines 20-21: For "2-fathom (3<sup>m</sup>7)" read "1½-fathom (3<sup>m</sup>2)"】

【Line 21: For "Punta Mertolin" read "Rt Mrtulin"】

【Line 22: For "ISOLE BRIONI" read "BRIONSKI OTOCI"】

Line 23: For "Porto di Pola" read "Luka Pula"

【Line 24: For "Canale di Fasana" read "Fažanski Kanal"】

【Lines 28-29: For "Isola Brioni Maggiore and Isola Brioni Minore" read "Otok Brioni and Otok Mali Brioni"】

【Line 30: For "Isola Brioni Maggiore" read "Otok Brioni"】

【Line 31: For "Brioni Maggiore (Tegetthoff)" read "Tegetthoff"】

【Lines 33, 47: For "Isola Brioni Maggiore" read "Otok Brioni"】

【Line 34: For "Val Can" read "Valle Cane"】

【Line 35: For "Punta Peneda" read "Rt Pinida"】

【Line 37: For "Valle Lago" read "Uvala Lako"】

【Lines 42, 48, 51, 53: For "Porto Madonna" read "Luka Madona"】

【Line 46: For "Punta" read "Rt"】

【Page 467.—Heading: For "ISOLE BRIONI" read "BRIONSKI OTOCI"】

【Lines 4, 9, 13, 15, 20, 22, 23, 25, 32, 36, 37: For "Isolotto" read "Otok"】

【Lines 6, 25, 48: For "Isola Brioni Maggiore" read "Otok Brioni"】

【Lines 9, 11, 34: For "Madonna" read "Madona"】

【Lines 22, 25, 32: For "Gallia" read "Galija"】

【Lines 27, 30, 32, 34, 35, 39: For "Secca" read "Plicina"】

【Lines 30, 43, 45: For "Punta" read "Rt"】

【Line 34: For "Madonna" read "Vango"】

【Lines 37, 39: For "Gronghera" read "Grongera"】

【Line 43: For "Forte Musile" read "Fort Mužila"】

【Lines 43, 45: For "Peneda" read "Pinida"】

【Line 47: For "Isola Brioni Minore" read "Otok Mali Brioni"】

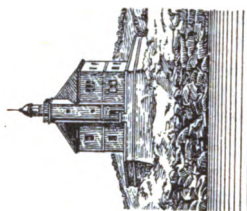
To face page 464 of Book.  
 " " " 60 of Supplement.

Fort Musila signal station  
 in line with Rt. Kristo,  
 bearing about  $173^{\circ}$ , 4 miles.

Otok Sveti Jerolim.



Approach to Pula Luka from northward.  
 (Original dated 1939.)



Rt Pinida  
 lighthouse.



*Page 467 continued.*

**[Line 49: For " Porto Can Nicolò " read " Luka Sveti Mikula "]**

**[Line 50: For " Isola Brioni Minore " read " Otok Mali Brioni "]**

**[Page 468.—Heading: For " ISOLE BRIONI " read " BRIONSKI OTOCI "]**

**[Lines 3, 12, 19: For " Isola Brioni Minore " read " Otok Mali Brioni "]**

**[Lines 3, 8, 10: For " Scoglio Zumpin " read " Hr. Supin Vi "]**

**[Lines 6, 49: For " Fasana " read " Fažana "]**

**[Lines 7, 42, 46, 50: For " Isola Brioni Maggiore " read " Otok Brioni "]**

**[Lines 8, 15: For " Isolotto Zumpin " read " Otok Supin M "]**

**[Lines 14, 16, 21, 22, 26, 29, 33, 35, 40, 41, 43, 54: For " Isolotto " read " Otok "]**

**[Line 27: For " Secca Gaza " read " Pličina Gaza "]**

**[Line 35: For " San Marco " read " Sveti Marko "]**

**[Lines 35, 37: For " Scoglio Cabula " read " Hr. Kabula "]**

**[Line 38: For " Porto Madonna " read " Luka Madona "]**

**[Lines 40, 43: For " Madonna " read " Madona "]**

**[Lines 44, 48: For " Porto San Nicolò " read " Luka Sveti Mikula "]**

**[Line 51: For " Punta " read " Rt "]**

**[Page 469.—Line 2: For " Punta Peneda " read " Rt Pinida "]**

**[Line 12: For " Punta Barbariga " read " Rt Barbariga "]**

**[Line 14: For " San Benedetto " read " Sveti Benedikt "]**

**[Lines 16, 20, 22, 28-29, 30: For " Scoglio Porèr " read " Hr. Porer "]**

**[Lines, 21, 26: For " Secca Porèr " read " Pličina Porer "]**

**[Line 24: For " Dignano " read " Vodnjan "]**

**[Line 25: For " Canale di Fasana " read " Fažanski Kanal "]**

**Page 470.—Line 52: Add:—See view facing page 473.**

**Page 471.—Line 9: For " on chart " read " facing page 473 "**

**Line 30: Add:—See view facing page 473.**

**Page 472.—Line 6: For " on chart 1559 " read " facing page 473."**

**Page 473.—Line 22: Add:—See view facing this page.**

**Line 38: For " on chart 1559 " read " facing this page "**

**Page 474.—Lines 30, 34: For " stripes " read " bands "**

**Line 53: For " Porto di Parenzo " read " Poreč luka "**

**Page 475.—Line 4: For " Porto di Parenzo " read " Poreč luka "**

**Line 46: Delete " red buoy " to " balls " and substitute " black buoy surmounted by a ball "**

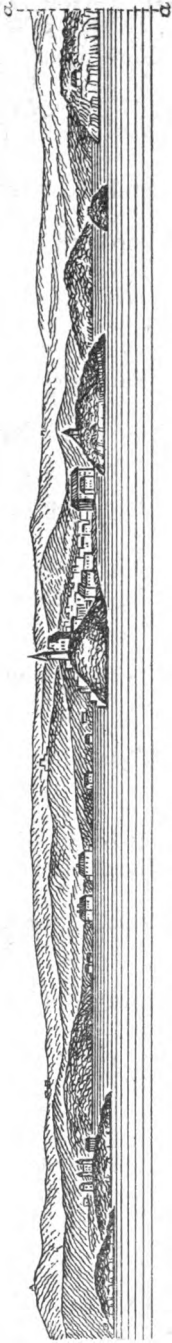
**Page 476.—Lines 2-8: Delete.**

**Page 478.—Line 11: For " Parenzo " read " Poreč "**

**View facing page 479.—Title: For " Porto di Parenzo " read " Poreč luka "**

**Legend: For " Parenzo church " read " Poreč church "**

To face page 473 of Book.  
 " " 62 of Supplement.



*I. Figarola.*

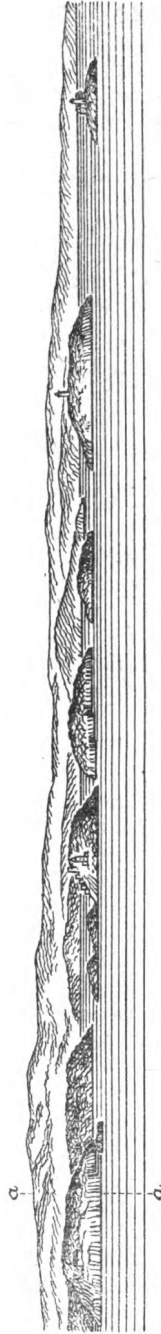
*S. Eufemia campanile,*  
 bearing  $088^{\circ}$ , 3.9 miles.

*I. Baguole.*

*Ia. S. Andrea.*

*I. Sturago.*

*Scoglio S. Giovanni in*  
*Pelago lighthouse.*



View in 2 parts of the coast in the vicinity of Porto di Rovigno.  
 (Original dated 1839.)

**Page 479.**—Line 13: *For* "PORTO DI PARENZO.—" *read* "POREČ LUKA.—"

Line 14: *For* "Porto di Parenza" *read* "Poreč luka"

Line 22: *Delete* "view on chart 1559, and"

Lines 24, 33: *For* "Porto di Parenzo" *read* "Poreč luka"

Lines 18, 28: *For* "Parenzo" *read* "Poreč"

**Page 480.**—Heading: *For* "PORTO DI PARENZO" *read* "POREČ LUKA"

Line 23: *For* "Porto di Parenzo" *read* "Poreč luka"

Line 47: *For* "in" *read* "within"

Line 49: *For* "anchors" *read* "inverted anchors"

Line 50: *For* "Parenzo" *read* "Poreč"

**Page 481.**—Lines 2, 4, 11 and 16: *For* "Parenzo" *read* "Poreč"

Line 5: *For* "Pola" *read* "Pula"

Lines 43-44: *Delete* "conical" to "stripes and" and *substitute* "white boat-shaped float"

**Page 482.**—Line 54: *For* "on chart 1559" *read* "facing page 484"

**Page 483.**—Line 29: *After* "Light.—" *insert* "Fog signal.—"

Line 34: *Add*:—A fog signal is sounded at the lighthouse. *See* view facing page 484.

**Page 484.**—Line 23: *For* "on chart 1559" *read* "facing this page"  
Lines 40-43: *Delete*.

**Page 485.**—Line 23: *After* "page" *insert* "and page 484"

**Page 486.**—Lines 20-23: *Delete* "by" to "cone" and *substitute* "on the northern side by a red conical [light-buoy, exhibiting a red flashing light every three seconds,] moored about three-quarters of a cable westward of the molehead"

Lines 43-44: *For* "wooden structure" *read* "tower on a red dwelling"

*After* line 45 *insert*:—

Two leading lights, about  $2\frac{1}{2}$  cables apart, are exhibited, each from the roof of a house, at the head of the harbour.

[Line 46: *For* "18 feet (5<sup>m</sup>5)" *read* "26 feet (7<sup>m</sup>9)"]

[Line 47: *For* "15 feet (4<sup>m</sup>6)" *read* "24 feet (7<sup>m</sup>3)"]

**Page 487.**—Lines 7-9: *Delete* "between" to "058°" and *substitute* "southward of the red buoy marking the northern side of the entrance with the leading-light structures, or their lights, in line bearing 059°"

Line 13: *For* "Buoys.—" *read* "Buoy.—"

Lines 18-20: *Delete*.

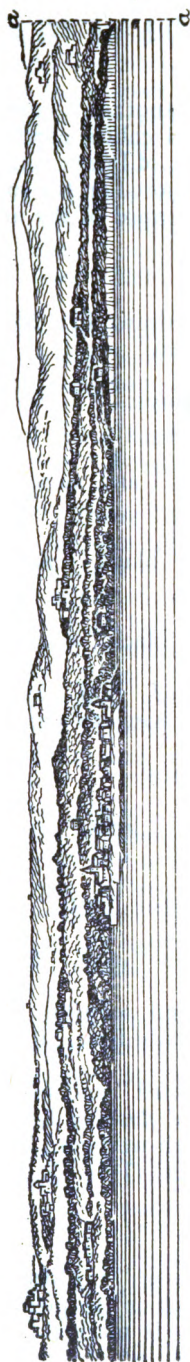
Lines 34-35: *Delete* "in red" to "a red" and *substitute* "black and white horizontal bands and surmounted by a"

**Page 488.**—Lines 19-21: *Delete*.

[Line 23: *After* "tower" *insert* "with a grey cupola"]

Line 25: *Delete* "See" to "1934."

To face page 484 of Book.  
 " " 64 of Supplement.

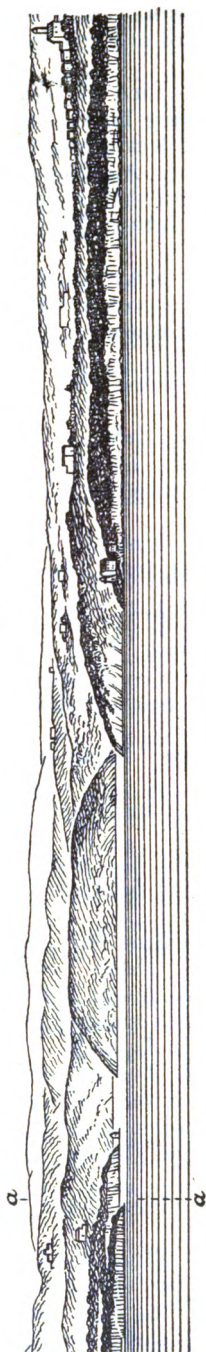


*Cittanova campanile,*  
 bearing 046°, 2.8 miles.

*Verlenegito*  
*campanile.*

*Fiume Quido.*

*Punta del Dente*  
*lighthouse.*



View in 2 parts of approach to Porto Quieto from south-westward.  
 (Original dated 1939.)

Page 488 continued.

After line 36 insert:—

**Obstructions.**—Obstructions lie about  $10\frac{1}{2}$  and  $12\frac{1}{2}$  miles west-north-westward of Capo Salvore.

**[Page 489.**—Line 45: Delete “A” to “another” and substitute “Three mooring buoys are moored, about 4 cables north-westward, one cable, and 3 cables eastward, respectively, of Punta San Bernadino light-structure. Another mooring buoy is moored on the south side of the bay off San Pietro, about  $1\frac{1}{2}$  miles southward of the above light-structure. Another”]

**Page 490.**—After line 34 insert:—

Anchorage is prohibited eastward of a line drawn in a  $204^\circ$  direction from the light-tower on Punta San Bernardino.

**Page 491.**—Line 12: For “Light-buoys.—” read “Light-buoy.—”

Lines 26-28: Delete.

Lines 31-32: Delete “red” to “seconds,” and substitute “white flashing light every three seconds,”

**[Page 492.**—Line 27: Delete “18” to “black” and substitute “20 feet (6<sup>m</sup>1), from a red”]

**Page 493.**—[Line 18: For “red” read “black” and after “with a” insert “black”]

Line 44: Add:—It was reported, in 1947, that this measured distance had been rendered unserviceable owing to damage to the beacons.

Line 46: For “Light-buoy.—” read “Buoy.—”

**Page 494.**—Lines 4-5: Delete “red” to “light,” and substitute “conical buoy”

Line 6: For “ $1\frac{1}{2}$ ” read “ $1\frac{3}{4}$ ”

Line 9: For “5 fathoms (9<sup>m</sup>1)” read “31 feet (9<sup>m</sup>4)”

**Page 495.**—Line 36: For “Light-buoys.—” read “Buoyage.—”

Lines 37-38: Delete “with a” to “base,”

Lines 41-42: Delete “33” to “(8<sup>m</sup>5)” and substitute “**[19]** feet **[(5<sup>m</sup>8)]**, from a square concrete hut on a white base, 20 feet (6<sup>m</sup>1)”

**[Lines 45-47: Delete.]**

Lines 48-49: Delete “conical” to “southward” and substitute “can light-buoy, painted red and exhibiting a red flashing light every five seconds, is moored about 11 cables south-south-westward”

**[Line 51: For “22 feet (6<sup>m</sup>7)” read “23 feet (7<sup>m</sup>0)”]**

**Page 496.**—Lines 5-12: Delete.

**Page 497.**—[Line 4: After “Buso.—” insert “Lights.—”]

**[Line 12: After “greater.” insert:—**The light on the pier is described on page 495. The outer part of the entrance is marked by two light beacons; the western light is exhibited from a red concrete dolphin 20 feet (6<sup>m</sup>1) in height, about one mile south-south-westward of the pier light-structure.

*Page 497 continued.*

The eastern light is exhibited from a black concrete dolphin, 20 feet (6<sup>m</sup>1) in height, about one mile southward of the pier light-structure.

A third light is exhibited from a black concrete dolphin, 20 feet (6<sup>m</sup>1) in height, on the eastern side of the channel, about 3 cables southward of the pier light-structure.]

Line 13: *For* "three" *read* "two"

[Lines 13-14: *Delete and substitute:—*

"western side, by a red conical buoy, with a cylin—"]

Line 32: *After* "Buoys.—" *insert* "Beacons.—"

Line 33: *After* "buoys" *insert* "and by beacons"

Line 35: *For* "1939" *read* "1949"

**Page 498.**—*After* line 20 *insert:—*

**Lights.**—A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a beacon situated about 2½ cables southward of the head of the western mole.

Line 21: *Delete* "Lights.—"

Line 22: *For* "wooden pile structure" *read* "iron structure on piles"

Lines 25-27: *Delete* "9" to "white" and *substitute* "16 feet (4<sup>m</sup>9), from a white wooden dolphin, with red bands"

*After* line 28 *insert:—*

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a red wooden dolphin, 18 feet (5<sup>m</sup>5) in height, situated on the western side of the entrance to Canale di Grado.

Lines 29-30: *Delete* "9" to "(3<sup>m</sup>0)" and *substitute* "18 feet (5<sup>m</sup>5), from a black post on a wooden dolphin, 18 feet (5<sup>m</sup>5)"

Line 31: *For* "2 cables eastward" *read* "1½ cables north-eastward"

Line 32: *Delete and substitute* "of its junction with Canale di San Pietro d'Orio."

Lines 33-34: *Delete* "A light" to "height" and *substitute:—*

"Two lights, disposed vertically, are exhibited at elevations of 22 and 16 feet (6<sup>m</sup>7 and 4<sup>m</sup>9), from a black iron column"

Line 36: *Add:—*These lights are not visible from seaward.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a black iron column, at the entrance to the channel to the inner harbour.

Lines 37-38: *Delete* ", at an" to "western" and *substitute* "on the eastern"

Line 39: *Add:—*This light is not visible from seaward.

Line 51: *After* "Panzana.—" *insert* "Shoals.—"

Line 53: *After* "north-eastward" *insert* "; there is a castle at Duino"

**Page 499.**—Line 3: *After* "Duino." *insert:—*A shoal, with a depth of 5½ fathoms (10<sup>m</sup>5) over it, lies in the fairway of the entrance about 2½ miles east-south-eastward of Punta Sdobba lighthouse.

Line 28: *For* "065°" *read* "060°"

Lines 49-51: *Delete and substitute:—*

In 1950, this channel had depths of 23 feet (7<sup>m</sup>0) in the outer part and of 29 feet (8<sup>m</sup>8) in the inner.

**Page 500.**—[Line 1: *For* "Trieste" *read* "Trieste and Porto di Monfalcone"]

Line 5: *For* "339°" *read* "338°"

**Page 501.**—[Line 1: *For "Trieste" read "Trieste and Porto di Monfalcone"*]

[Lines 15, 23: *Delete.*]

*After line 35 insert:—*

**Regulations.**—Special regulations are in force for vessels carrying petroleum and other inflammable cargoes, a copy of which should be obtained from the Captain of the Port.

**Page 502.**—*After line 10 insert:—*

A white water-tower, which is a good landmark, stands near the coast about three-quarters of a mile south-eastward of Sistiana.

[Line 35: *For "21 feet (6<sup>m</sup>4)" read "20 feet (6<sup>m</sup>1)"*]

*After line 40 insert:—*

A light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a grey iron structure, 16 feet (4<sup>m</sup>9) in height, on the head of the breakwater at Porticciolo di Santa Croce.

A light is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), on Valle Grignano mole.

[A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a black iron structure, 16 feet (4<sup>m</sup>9) in height, on the head of the Boat Harbour mole at Cedas.]

**Page 503.**—Line 4: *For "Porto Emanuele Filiberto Duca d'Aosta" read "Porto Franco Sant' Andrea"*

**Page 504.**—Lines 34-35: *Delete "This" to "destroyed."*

**View facing page 505.**—*For "Porto Vittorio Emanuele III" read "Porto Franco Nuovo"*

**Page 505.**—[Lines 4-5: *Delete "This" to "damaged."*]

Line 6: *After "exhibited" insert " , at an elevation of 19 feet (5<sup>m</sup>8), from a black iron column with a concrete base, 15 feet (4<sup>m</sup>6) in height,"*

*After line 7 insert:—*

A light is exhibited at the head of Molo dei Legnami.

A light is exhibited at both the north-western and south-eastern corners of a pier situated about half a mile southward of Molo de Legnami.

Lines 20-21, 29: *For "Emanuele Filiberto Duca d'Aosta" read "Franco Sant' Andrea"*

Line 30: *For "Porto Vittorio Emanuele III" read "Porto Franco Nuovo"*

*After line 31 insert:—*

Trieste is a free port; that is to say, it is available for use on equal terms by all international trade, is customs free and goods passing through the port enjoy freedom of transit.

Line 38: *For "Emanuele Filiberto Duca d'Aosta.—" read "Franco Sant' Andrea.—"*

*After line 48 insert:—*

In [1954], there were the following depths alongside:—

Riva VII, south-eastward of Molo VI, [25 feet (7<sup>m</sup>6)]; Molo VI, southern side, [27 to 31 feet (8<sup>m</sup>2 to 9<sup>m</sup>4)]; northern side, [30 to 34 feet (9<sup>m</sup>1 to 10<sup>m</sup>4)]. Riva VI, south-eastward of Molo V, [23 to 31 feet (7<sup>m</sup>0 to 9<sup>m</sup>4)]. Molo V, southern side, [29 to 31 feet (8<sup>m</sup>8 to

Page 505 continued.

9<sup>m</sup>4)]; northern side, 24 to 26 feet (7<sup>m</sup>3 to 7<sup>m</sup>9). Riva V, north-eastward of Molo V, 18 feet (5<sup>m</sup>5).

Line 49: For " Off-lying buoys.—" read " Light-buoy.—"

Page 506.—[After line 4 insert:—

A light is exhibited, from the head of the semi-circular mole, about one cable south-south-westward of the above light-structure on the elbow.]

Lines 8-15: Delete and substitute:—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a red iron structure, 16 feet (4<sup>m</sup>9) in height, on both the north-western and south-western corners of Molo V.

A light-buoy, painted in black and white horizontal bands and exhibiting a *white flashing* light *every five seconds*, is moored about [8 cables northward] of the northern end of the northern portion of Diga Luigi Rizzo. [There are several mooring buoys moored off the various moles, the positions of which can best be seen on the chart.]

**Radio D.F. station.—Storm signals.**—A radio direction finding station is situated at Molo Fratelli Bandiera lighthouse.

A black cone is displayed at this lighthouse to indicate the approach of the Bora. See page 11.

Line 18: For " Porto Vittorio Emanuele III " read " Porto Franco Nuovo "

After line 28 insert:—

**Lights.**—Lights are exhibited, each at an elevation of 13 feet (4<sup>m</sup>0), from a red iron post, 12 feet (3<sup>m</sup>7) in height, on each corner and in the centre of the D-head of Molo Sartorio, the south-western mole of Porto Doganale, extending from the south-eastern side of Bacino Sacchette.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a wooden post, 18 feet (5<sup>m</sup>5) in height, on the head of Molo Venezia, about three-quarters of a cable north-eastward of Molo Sartorio.

Line 29: For " Porto Vittorio Emanuele III.—" read " Porto Franco Nuovo.—"

Lines 39-41: Delete and substitute:—

" In [1954], there was a least depth of [12 feet (3<sup>m</sup>7)] in the northern-most basin; 18 feet (5<sup>m</sup>5) alongside the quay in the second basin; [13 feet (4<sup>m</sup>0)] alongside the quay in the third basin; and [10 feet (3<sup>m</sup>0)] alongside "

[Line 54: For " 23 feet (7<sup>m</sup>0) " read " 21 feet (6<sup>m</sup>4) " ]

Page 507.—Lines 3, 7, 10, 19, 23, 33-34 and 53-54: For " Porto Vittorio Emanuele III " read " Porto Franco Nuovo "

[Line 5: Delete " concrete column " to " (5<sup>m</sup>5) " and substitute " iron column on a concrete hut, 17 feet (5<sup>m</sup>1). " ]

[Lines 11-13: Delete.]

Page 508.—Line 34: Delete.

Line 47: For " Porto Vittorio Emanuele III " read " Porto Franco Nuovo "

After line 49 insert:—

There is a radio station. See page 46.

Page 509.—Line 11: For " 150 " read " 120 "



**[Page 512.—Line 38: For “ 2701 ” read “ 1492 ”]**

**Page 513.—[Lines 1, 16: For “ 2701 ” read “ 1492 ”]**

Line 26: **[Delete “ north- ” to “ can ” and substitute “ western side by a small conical ”]**

Line 27: For “ cone ” read “ red cylinder ”

**[Line 37: For “ 1939 ” read “ 1949 ”]**

Line 45: For “ **Danger.**—” read “ **Dangers.**—”

After line 51 insert:—

A shoal, with a depth of  $5\frac{1}{2}$  fathoms (10<sup>m</sup>1) over it, lies nearly  $1\frac{1}{2}$  cables north-eastward of the head of the mole.

**Page 514.—[Line 1: For “ 2701 ” read “ 1492 ”]**

Lines 2-3: For “ an iron framework structure ” read “ a concrete column alongside a stone hut ”

**Page 516.—Line 2: After “ ward.” insert:—**There is a coastguard station near Torre Specciolla.

**[After line 13 insert:—**

There is a lattice tower situated near the northern extremity of Capo Cavallo.]

Lines 23-27: Delete and substitute:—

**Radio D.F. station.**—Borgo Piave radio direction finding station is situated about 4 miles west-north-westward of Punta San Cataldo.

**Page 517.—Line 27: After “ Pedagne ” insert “ , five low above-water rocks,”**

Lines 29-34: Delete “ These ” to “ Bianco.”

Line 39: Add:—Pedagna Grande is joined to Capo Bianco by a breakwater; Passagio dei Trapanelli, an opening in this breakwater, through which boats can pass, and which is crossed by a bridge, lies about 2 cables north-north-eastward of Capo Bianco. A breakwater also connects the two rocks, which lie close eastward of Traversa.

Lines 44-45: Delete “ The ” to “ Andrea.”

Line 48: For “ cylindrical light-buoy ” read “ conical light-buoy, painted [white] ”

**[Line 50: Delete “ three ” to “  $1\frac{1}{4}$  ” and substitute “ sixteen seconds, is moored about  $1\frac{1}{2}$  ”]**

**Page 518.—[Line 5: Delete “ A light ” to “ from ” and substitute:—**  
**[“ There is ”]**

Lines 7-14: Delete.

Line 25: Delete and substitute:—

“ Code of Signals.”

Line 44: For “ red can buoy ” read “ black can buoy, surmounted by a framework structure and sphere ”

**Page 519.—Line 11: Delete “ Light buoy.—”**

Lines 20-22: Delete.

Line 35: For “ with this exception ” read “ there is also an area of foul ground, indicated by a pecked line on the chart, extending about half a cable off the western side of the outer harbour about 7 cables south-westward of the same light-tower; with these exceptions ”

*Page 519 continued.*

**[Line 46: For "buoy" read "buoy, can shaped, painted red, with a red cylindrical top mark,"]**

Line 49: *Delete* "There" to "harbour." **[and substitute:—There are several mooring buoys.]**

**Page 520.**—Line 8: *After* "exhibited," *insert* "at an elevation of 16 feet (4<sup>m</sup>9),"

Lines 11-12: *Delete* "from a" to "height," and *substitute* " , at an elevation of 16 feet (4<sup>m</sup>9), from a red and white chequered iron framework structure "

Lines 14-15: *Delete* "from" to " (4<sup>m</sup>9) " and *substitute* " , at an elevation of 20 feet (6<sup>m</sup>1), from a framework structure, 23 feet (7<sup>m</sup>0) "

Line 17: *After* "exhibited" *insert* " , at an elevation of 20 feet (6<sup>m</sup>1),"

Line 20: *After* "harbour.—" *insert* " **[Lights.—]** "

Line 22: *Delete.*

*After* line 26 *insert:—*

A light is exhibited at the **[heads]** of the western **[and eastern]** of five piers situated close together in the middle of the southern side of the northern arm.

Lines 30-38: *Delete* and *substitute:—*

There is a shallow bank, with depths of less than 2½ fathoms (4<sup>m</sup>6), on the western side of this arm, about **[5]** cables south-south-westward of the same light-structure; a small bank also fringes its southern side.

Lines 40-41: *Delete* "which" to "9<sup>m</sup>1)" and *substitute* "and there is a wharf, about 700 feet (213<sup>m</sup>4) in length, with depths of 3¼ fathoms (5<sup>m</sup>9) alongside, at the northern end of its eastern side "

*After* line 42 *insert:—*

It was reported, in 1949, that depths in the eastern arm were nearly 3 feet (0<sup>m</sup>9) less than those charted.

*After* line 46 *insert:—*

All vessels entering or leaving the port should proceed at a speed not exceeding 6 knots.

Line 54: *Delete.*

**Page 521.**—Lines 2-9: *Delete* and *substitute:—*

In the outer harbour it is prohibited to approach within a distance of 165 feet (50<sup>m</sup>3) of Isola Sant' Andrea, the fort on Castello a Mare, Isola delle Pedagna Grande and Diga dei Trapanelli.

In the entrance to the outer harbour Italian Naval vessels take precedence, entering and leaving, over merchant vessels; vessels entering take precedence over vessels leaving.

In the outer harbour permission to anchor under the lee of Forte a Mare is granted only in exceptional circumstances due to bad weather.

Landing at or near military works or zones, indicated by notice boards, or at lighthouses, is prohibited.

*After* line 11 *insert:—*

Special regulations are in force for vessels carrying petroleum and other inflammable cargoes, a copy of which should be obtained from the Captain of the Port.

Special regulations are also in force for the use of oxy-acetylene, electric welding and similar apparatus which may not be used without the permission of the Captain of the Port.

**[Lines 27-28: *Delete.*]**

*Page 521 continued.*

Lines 31-32: *Delete* " Torre Mattarella,"

Line 42: *Delete* " **Traffic signals.**—"

Lines 49-54: *Delete.*

**Page 522.**—Lines 2-16: *Delete and substitute:*—  
" When military "

**Page 523.**—Lines 15-17: *Delete.*

Lines 37-38: *Delete.*

Line 39: *After* " Brindisi " *insert* " (Lat. 40° 38' N., Long. 17° 57' E.) " .

**Page 525.**—*After* line 21 *insert:*—

**Off-lying bank.**—A bank, with depths of 17 and 18 fathoms (31<sup>m1</sup> and 32<sup>m0</sup>) over it, lies about 5½ miles eastward of Monopoli.

【Line 23: *For* " 115 feet (35<sup>m0</sup>) " *read* " 114 feet (34<sup>m7</sup>). "】

*After* line 49 *insert:*—

A shoal, with a depth of 2¾ fathoms (5<sup>m0</sup>) over it, lies about one cable north-westward of the head of the southern mole; a mooring buoy is laid close south-westward of the shoal.

A shoal, with a least depth of 3¾ fathoms (6<sup>m9</sup>) over it, lies about a quarter of a cable north-eastward of the northern corner of Banchina della Solfatara.

Line 52: *For* " 23 feet (7<sup>m0</sup>) " *read* " 22 feet (6<sup>m7</sup>) "

Line 53: *For* " 150 feet (45<sup>m7</sup>) " *read* " 230 feet (70<sup>m1</sup>) "

Line 54: *For* " 15 feet (4<sup>m6</sup>) " *read* " 14½ feet (4<sup>m4</sup>) "

【**Page 526.**—Lines 26-27: *For* " 41 feet (12<sup>m5</sup>) " *read* " 40 feet (12<sup>m2</sup>) "】

**Page 527.**—Line 17: *For* " 1939 " *read* " 1947 "

【*After* line 23 *insert:*—

A light is exhibited, at an elevation of 24 feet (7<sup>m3</sup>), from an iron structure on the southern molehead.

A ¾-fathom (1<sup>m4</sup>) shoal lies about 540 feet (164<sup>m6</sup>) west-south-westward of the light-structure on the northern molehead.】

【Line 49: *For* " 199 " *read* " 1492 "】

**Page 528.**—【Line 1: *For* " 199 " *read* " 1492 "】

Line 11: *For* " Buoy " *read* " Beacon "

Line 22: *For* " This shoal " *read* " A beacon stands on this shoal, which "

Lines 23-24: *Delete* " , and is " to " buoy "

Lines 34-35: *For* " Luigi Razza " *read* " San Cataldo (Luigi Razza) "

【Line 35: *For* " 3 " *read* " 3½ "】

【Line 37: *For* " 2 " *read* " 1½ "】

*After* line 37 *insert:*—

In 1951, Nuovo Molo Foraneo was being prolonged in a north-westerly direction; when completed the extension will be about 1½ cables in length.

**Page 529.**—【Line 1: *For* " 199 " *read* " 1492 "】

Line 6: *For* " 1937 " *read* " 1952 "】

【Line 7: *For* " 3½ to 4½ fathoms (6<sup>m4</sup> to 8<sup>m2</sup>) " *read* " 2¾ to 3 fathoms (5<sup>m0</sup> to 5<sup>m5</sup>) "】

Page 529 continued.

【Lines 8-9: For “ 4 to 5 fathoms (7<sup>m</sup>3 to 9<sup>m</sup>1) ” read “ 3½ to 4 fathoms (5<sup>m</sup>9 to 7<sup>m</sup>3) ”】

Line 8: \_\_\_\_\_

Line 9: \_\_\_\_\_

Line 11: \_\_\_\_\_

Line 14: 【For “ 2 to 2½ fathoms (3<sup>m</sup>7 to 4<sup>m</sup>1) ” read “ 1½ to 2¾ fathoms (2<sup>m</sup>7 to 5<sup>m</sup>0) ”】

Line 16: 【For “ 1½ fathoms (3<sup>m</sup>2) ” read “ 2½ fathoms (4<sup>m</sup>1) ”】

【Lines 17-19: Delete “ ; at ” to “ it ”】

Lines 26-27: Delete “ Vessels ” to “ Foraneo.” and substitute:—  
In 1951, the southern side of the outer portion of Nuovo Molo Foraneo was obstructed by numerous wrecks; the southern limit of this foul area, which is indicated by pecked lines on the chart, is marked by buoys. 【There is also an outer zone, indicated by pecked lines on the chart, which, in 1952, had a least depth of 44 feet (13<sup>m</sup>4)】

Line 29: Delete and substitute:—

“ Molo San Cataldo; there is a mooring buoy about half a cable 【south-eastward】 of the light on the head of this mole.

A light-buoy, exhibiting a *red fixed* light, marks the seaward end of the extension works to Nuovo Molo Foraneo.

Lines 36-37: For “ Luigi Razza ” read “ San Cataldo.”

【Two lights, vertically disposed, are exhibited from a post on the north-eastern corner of the quay near the root of the Molo San Cataldo.”】

After line 43 insert:—

Two lights, disposed vertically, are exhibited, at elevations of 23 and 26 feet (7<sup>m</sup>0 and 7<sup>m</sup>9), from a post, 23 feet (7<sup>m</sup>0) in height, on the head of Molo Ridosso.

After line 45 insert:—

There are two slipways, one near the root of Molo San Cataldo and the other near the root of Pontile San Vito.

【After line 48 insert:—

An air light is exhibited from a tubular framework tower, 164 feet (50<sup>m</sup>0) in height, situated about 3 cables south-westward of Punta San Cataldo light-structure.】

Lines 53-54: Delete.

Page 530.—Lines 1-3: Delete.

Line 5: For “ Vessels ” read “ Anchorage.—Vessels ”

【Line 7: For “ 199 ” read “ 1492.”】

【Lines 8-11: Delete.】

Page 531.—【Line 4: After “ height.” insert:—There is a fishing harbour, formed by a mole about 130 yards (120<sup>m</sup>0) in length.】

Line 29: After “ mole ” insert “ ; in 1951, there was a dredged depth of 14 feet (4<sup>m</sup>3) alongside the western mole ”

After line 30 insert:—

In 1952, work was in progress to extend the eastern mole, the seaward end being marked by a light-buoy exhibiting a *green flashing* light.

【Lines 34-36: Delete “ north-western ” to “ its ”】

Lines 39-41: Delete and substitute:—

Depths.—In 1947, there were depths of from 1½ to 2¾ fathoms

*Page 531 continued.*

(2<sup>m</sup>3 to 5<sup>m</sup>0) in the harbour northward, eastward and southward of Secca San Domenico. The area eastward of the shoal was reported, in 1948, to be silting.

**Page 532.**—*After line 10 insert:—*

**Storm signals.**—Storm signals are displayed from the fish market on the southern side of the harbour. See page 43.

Line 30: For “**Lights**” read “**Light**”

Line 33: For “mole” read “breakwater”

Lines 35-36: Delete “in 1937” to “head,” and substitute “this breakwater is surrounded by rocks and vessels should give its head”

Line 41: Delete “grey” to “(4<sup>m</sup>3)” and substitute “red circular iron hut, 15 feet (4<sup>m</sup>6)”

Lines 43-44: Delete.

**Page 533.**—Line 38: For “about half” read “nearly”

Line 40: For “the same distance” read “half a cable”

*After line 52 insert:—*

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron structure on the head of Molo Sant’ Antonio.

Line 51: For “on” read “about a quarter of a cable within”

**Page 534.**—[Line 8: For “199” read “1492”]

Line 13: For “form” read “from”

Lines 33-34: Delete “three-quarters” to “-eastward” and substitute “1½ cables northward”

Lines 36-53: Delete and substitute:—

There was a least depth of [23 feet (7<sup>m</sup>0)] in the entrance channel, in [1952], within the entrance the depths were from [20] to 30 feet ([6<sup>m</sup>1] to 9<sup>m</sup>1) in the north-western part of the harbour; a bank, with depths of less than 18 feet (5<sup>m</sup>5) occupies the southern and eastern parts.

There were depths of from [12 to 18 feet (3<sup>m</sup>7 to 5<sup>m</sup>5)] alongside the seaward portion, and of [15 to 25 feet (4<sup>m</sup>6 to 7<sup>m</sup>6)] alongside the inner portion of Molo Tramontana; of from [7 to 12 feet (2<sup>m</sup>1 to 3<sup>m</sup>7)] alongside Molo Centrale; of from 26 to 32 feet (7<sup>m</sup>9 to 9<sup>m</sup>8) alongside the eastern side of the northern portion of Molo di Ponente at the north-western end of the harbour, and of 23 feet (7<sup>m</sup>0) alongside the quay extending eastward from it.

**Page 535.**—[Line 1: For “199” read “1492”]

Lines 6-7: Delete.

Lines 14-15: Delete and substitute:—

A light is exhibited from the cupola of a church situated about 8½ cables south-westward of the head of the western mole.

**Page 536.**—Line 18: For “26 feet (7<sup>m</sup>9)” read “23 feet (7<sup>m</sup>0)”

[Line 43: For “199, with” read “1492,”]

Lines 48 and 52: For “southern” read “western”

Line 49: Delete “**Light-buoys.**—”

Line 50: [For “47 feet (14<sup>m</sup>3)” read “48 feet (14<sup>m</sup>6)”]

Line 51: For “37 feet (11<sup>m</sup>3)” read “38 feet (11<sup>m</sup>6)”

Lines 53-54: Delete and substitute:—

A light is exhibited [at an elevation of 67 feet (20<sup>m</sup>4), from a white tower on a house,] near the root of the eastern mole.

**Page 537.**—[Lines 1]-3: **Delete and substitute:**—  
*Charts 1492, 199.*

**After line 21 insert:**—

**Pilotage.**—Pilotage is compulsory for vessels exceeding 300 gross tons. Pilots board about half a mile outside the entrance, day and night.

**[After line 37 insert:**—

*Chart 1492, Porto di Manfredonia.*]

**[Lines 39, 47, 54: For "southern" read "western"]**

**Line 40: For "19 feet (5<sup>m</sup>8)" read "17 feet (5<sup>m</sup>2)"**

**Line 47: For "Along" read "Northward of"**

**Lines 48-51: Delete "In" to "them." and substitute:**—Alongside the inshore and broader portion of this quay there are depths of from 12 to 19 feet (3<sup>m</sup>7 to 5<sup>m</sup>8) and alongside the 1,200 feet (365<sup>m</sup>8) of quay eastward of this there are depths of from 14 to 19 feet (4<sup>m</sup>3 to 5<sup>m</sup>8).

**Page 538.**—[Line 1: **Delete and substitute:**—

*Chart 1492, Porto di Manfredonia.*]

**Line 5: For "10 feet (3<sup>m</sup>0)" read "about 8 feet (2<sup>m</sup>4)"**

**After line 11 insert:**—

Water is laid on to the quay on the eastern mole.

**Lines 36-37: For "an iron column" read "a white iron column and white hut"**

**Line 51: After "entrance" insert "which is marked by a black conical buoy surmounted by a black cone"**

**Page 540.**—**After line 10 insert:**—

It was reported, in 1948, that Torre San Felice is not easy to identify and that the southern extremity of Scoglio Santa Croce, which is low, does not form a good mark for bearings.

**[Page 541.—Line 14: Delete "an" to "height" and substitute:**—  
 "a black structure with white horizontal bands"]

**[Line 17: Delete and substitute:**—

*Chart 1492, plan of Isole Tremiti.*]

**[Lines 23-24: For "377 feet (114<sup>m</sup>9)" read "381 feet (116<sup>m</sup>1)"]**

**Page 542.**—[Line 1: **Delete and substitute:**—

*Chart 1492, plan of Isole Tremiti.*]

**Line 12: Delete and substitute:**—

**"Dangers.**—A rocky shoal, with a depth of 1½ fathoms (3<sup>m</sup>2)"

**Lines 18-20: Delete "This" to "ball."**

**Page 543.**—[Line 1: **Delete and substitute:**—

*Chart 1492, plan of Isole Tremiti.*]

**Line 35: Delete "framework" to "height," and substitute "white stone tower with a hut"**

**Line 39: For "Piccolo" read "Piccola"**

**Page 544.**—Line 13: **After "Lights.—" insert "Fog signal.—"**

**Line 15: Add:**—A fog signal is sounded at the lighthouse.

**Lines 17-18: Delete "a grey" to "structure" and substitute "an iron platform on a concrete hut"**

**Page 546.**—Line 26: *For "Light" read "Lights"*

**[After line 32 insert:—**

In 1954, a mole was under construction, extending from the outer side near the head of the northern mole; when completed, it will be about 2 cables in length, in an east-north-easterly direction.

A light is exhibited from a position near the present head of the mole under construction.]

**Lines 37-38:** *Delete and substitute:—*

In 1948, there were depths of from 13 to 14½ feet (4<sup>m</sup>0 to 4<sup>m</sup>4) in the entrance, decreasing rapidly to about 6 feet (1<sup>m</sup>8) in the centre of the harbour.

**Lines 40-41:** *Delete "21" to "(4<sup>m</sup>9)" and substitute "[31] feet ([9<sup>m</sup>4])*, from a black iron column on a concrete base, 23 feet (7<sup>m</sup>0) "

**Lines 43-44:** *Delete and substitute:—*

A light is exhibited from an iron post on the head of the southern mole.

**Page 547.**—Line 23: *For "Istonio" read "Vasto (Istonio)"*

**Lines 28 and 33:** *For "Istonio" read "Vasto"*

**Line 31:** *Add:—*There is a pier at Vasto Marina.

**Line 41:** *Delete and substitute:—*

**[Chart 1492, plan of Porto di Punta Penna.]**

The construction of a small harbour of refuge was in progress in 1952. [This is known as Porto di Punta Penna. The eastern breakwater was completed in 1953. This breakwater, about 2 cables in length, extends in a north-north-westerly direction on the eastern side of the bay. A small mole extends about 411 feet (125<sup>m</sup>0) west-south-westward from a point near the head of the breakwater.]

**Lights.**—A light is exhibited, at an elevation of [277 feet (84<sup>m</sup>4)], from a [lantern on a white octagonal tower on a grey two-storied building, 229 feet (69<sup>m</sup>8)] in height, on Punta Penna.

A light is exhibited on the [head of the breakwater] at Punta Penna harbour of refuge.

**[Chart 199.]**

There are six lights on the pier at Vasto Marina.

**Page 548.**—Line 2: *After "Danger.—" insert "Light.—"*

**After line 31 insert:—**

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a concrete post at the head of the mole.

**Line 38:** *Delete and substitute:—*

**"ORTONA.**—The position of Ortona "

**Lines 43-46:** *Delete "The" to "spicuous."*

**Line 48:** *For "are two chimneys" read "is the chimney of the brickworks"*

**Lines 50-51:** *Delete and substitute:—*

**Lights.**—A light is exhibited, at an elevation of 72 feet (21<sup>m</sup>9), from a white round tower with black horizontal bands, 82 feet (25<sup>m</sup>0) in height, surmounting a light-yellow, one-storeyed building, near the root of Molo [Nord] (page 549) about one cable eastward of the castle.

A light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a black iron structure, 23 feet (7<sup>m</sup>0) in height, on the head of Molo a Martello (page 549).

**Page 549.**—Lines 2 and 35: *Delete “ a Mare ”*

**[Line 4: After “ Beacon.—” insert “ Buoys.—”]**

**[Lines 5-6: For “ Costanzo Ciano (Vecchio) ” read “ Nord ”]**

**[Line 11: For “ 3 ” read “ 6 ”]**

**[Lines 13-15: Delete “ , the outer ” to “ moles ”]**

*After line 16 insert:—*

In 1952, harbour works were in progress for the extension of both moles.

**[Lines 18-19: Delete and substitute:—**

“ the channel to the Molo a Martello is marked by three red buoys with white stripes; the two marking the entrance are situated between the two heads of the north and south moles, and the third is about one cable south-south-westward of the Molo a Martello.” ]

**[Line 24: For “ Costanzo Ciano ” read “ Nord ”]**

*After line 32 insert:—*

**Lights.**—A light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a black iron column, 23 feet (7<sup>m</sup>0) in height, on the northern mole [near] its head.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a red framework structure, 16 feet (4<sup>m</sup>9) in height, on the head of Molo Sud.

The lights are moved as the extension work progresses.

Owing to the extension works on the moles, in 1952, vessels should give them a wide berth.

*After line 34 insert:—*

**Regulations.**—Special regulations are in force for vessels carrying fuel oil and other inflammable cargoes, a copy of which should be obtained from the Captain of the Port.

**Page 550.**—Lines 2, 12, 14 and 18: *Delete “ a Mare ”*

*After line 35 insert:—*

Lines 49-50: *Delete and substitute:—*

“ **Lights.**—A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a [concrete column], 20 feet (6<sup>m</sup>1) in height, on the head of the north-western mole.

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a [concrete column], 20 feet (6<sup>m</sup>1) in height, near the head ”

**Page 551.**—Line 13: *After “ Coast.—” insert “ Signal station.—”*

*After line 35 insert:—*

There is a signal station at Torre di Cerrano. See page 46.

**[After line 40 insert:—**

*Chart 1492, plan of Porto di Giulianova.]*

Line 48: *For “ Light ” read “ Lights ”*

**Page 552.**—[Line 1: *Delete and substitute:—*

*Chart 1492, plan of Porto di Giulianova.]*

Lines 2-3: *Delete “ 13 ” to “ mole.” and substitute “ 14½ feet (4<sup>m</sup>4).* In [1951, the entrance, and the southern side of the northern mole, was dredged to a depth of 13 feet (4<sup>m</sup>0), as shown in pecked lines on the chart.” ]

Line 4: \_\_\_\_\_

Lines 5-6: *Delete “ 20 ” to “ (4<sup>m</sup>0) ” and substitute “ 26 feet (7<sup>m</sup>9), from a red iron structure, 20 feet (6<sup>m</sup>1) ”*



*Page 552 continued.*

*After line 7 insert:—*

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a red iron structure, 23 feet (7<sup>m</sup>0) in height, on the northern molehead.

*After line 10 insert:—*

**Chart 200**

Lines 20-22: *Delete.*

**Page 553.**—Line 30: *After “ white ” insert “ globe ”*

Lines 35-36: *Delete.*

**Page 554.**—Line 2: *For “ , 5 and 21 ” read “ and 5 ”*

*After line 7 insert:—*

**Exercise area**—An exercise area, used by Italian Naval units, lies between the parallels of latitude 45° 22' N. and 45° 06' N. and the meridians of longitude 13° 00' E. and 13° 16' E.

Line 51: *For “ Light ” read “ Lights ”*

**Page 555.**—Line 5: *Delete and substitute:—*

“ 1951, the entrance was dredged to a depth of about 18 feet (5<sup>m</sup>5) for a distance of about half a cable seaward and a similar distance within; an area extending about half a cable off the northern mole was dredged to a depth of 13 feet (4<sup>m</sup>0). There is a sandy bar off the entrance with depths of from 10 to 13 feet (3<sup>m</sup>0 to 4<sup>m</sup>0) over it.

It is inadvisable to make use of the harbour when an easterly sea is running.”

Line 6: *For “ 23 feet (7<sup>m</sup>0), from ” read “ 28 feet (8<sup>m</sup>5), from a black iron column, 23 feet (7<sup>m</sup>0) in height, on ”*

**Line 8: Add:—**A fog signal is sounded from this light-structure.]

*After line 8 insert:—*

A light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a red iron column, 23 feet (7<sup>m</sup>0) in height, near the head of the southern mole.

**Page 556.**—Lines 3-4: *Delete “ an octagonal ” to “ height,” and substitute “ a white tower on a building ”*

Lines 5-7: *Delete “ The ” to “ lighthouse.”*

*Delete* view of Pedaso lighthouse on this page.

*After line 43 insert:—*

The arm at the southern end of the mole has been extended south-westward to the coast, but, in 1951, the port had completely silted up, though a very narrow channel, with a depth of 3 feet (0<sup>m</sup>9) in it, had been dredged to the south-western corner of the harbour.

**Page 557.**—Lines 29-30: *Delete and substitute:—*

“ **Lights.**—A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a white iron column, 16 feet (4<sup>m</sup>9) in height, on the head of the pier at Porto Civitanova.

A light is exhibited from a tower on a circular hut, 20 feet (6<sup>m</sup>1) in height, situated on the beach at Porto Recanati ”

**Page 558.**—Line 51: *After “ campanile ” insert “ and a conspicuous dome ”*

*After line 53 insert:—*

The lighthouse on Colle Cappuccini, about 2 cables south-eastward of the cathedral, is conspicuous, as also are a cupola and the signal

*Page 558 continued.*

station, about  $1\frac{1}{2}$  cables westward and a cable south-eastward of it, respectively. A conspicuous tower stands about  $2\frac{1}{2}$  cables south-westward of the lighthouse.

**Page 559.**—Line 7: *For* "A shallow bank" *read* "Scoglio Volpe, a shallow bank,"

Line 9: *For* "Scoglio Volpe an" *read* "An"

Line 17: *Delete* "the bank extending from"

Lines 19-20: *Delete.*

Line 21: *For* "Light.—" *read* "Lights.—"

Line 24: *For* " $43^{\circ} 27'$ " *read* " $43^{\circ} 37'$ "

*After line 28 insert:—*

Lights for the use of aircraft are exhibited, at elevations of 203 feet ( $61^m9$ ) and 101 feet ( $30^m8$ ), from a radio mast situated about one mile south-westward of the citadel. Three lights, disposed horizontally, are also exhibited, at an elevation of 20 feet ( $6^m1$ ), from the same mast.

Lines 31-32: *Delete* "three quarters of"

Line 37: *For* "Pilotage is not compulsory" *read* "Pilotage is compulsory"

**Page 560.**—Lines 8-10: *Delete* "24 feet" to " $(7^m6)$ ." and *substitute* "about 26 feet ( $7^m9$ ). The least depth in the entrance, in 1950, was 33 feet ( $10^m1$ ), decreasing towards the head of the harbour"

Line 17: *After* "projection," *insert* "known as Molo Foraneo Nord,"

Line 19: *After* "Traiano" *insert* "; eastward of Molo Luigi Rizzo is Darsena S. Primiano"

Line 27: *After* "jetty" *insert* ", known as Molo Foraneo Sud,"

Line 34: *For* "Costanzo Ciano" *read* "Santa Maria"

Lines 35-36: *Delete* "Both" to "Rizzo" and *substitute* "Calata Guasco lies close north-north-westward of Pontile Trapezoidale and Calata della Repubblica, Banchina XXIX Settembre and Banchina Da Chio lie between Pontile Santa Maria and the southern end of the harbour. All the moles and quays on the northern and eastern sides of the harbour"

Line 51: *Delete* "Beacon.—"

Lines 52-54: *Delete and substitute:—*

"elevation of 39 feet ( $11^m9$ ) from a red pyramidal iron framework structure, 21 feet ( $6^m4$ ) in height, on the head of Molo Foraneo Nord."

**Page 561.**—Lines 3-7: *Delete* "20" to "stands" and *substitute* "21 feet ( $6^m4$ ), from a [white tower with black bands], 15 feet ( $4^m6$ ) in height, on the head of Molo Foraneo Sud.

A light is exhibited, at an elevation of 20 feet ( $6^m1$ ), from [a grey concrete mast 23 feet ( $7^m0$ ) in height,]

[*After line 8 insert:—*

A light is exhibited, at an elevation of 20 feet ( $6^m1$ ) from the head of a mole under construction, about three-quarters of a cable south-south-eastward of the light-structure on the head of the Molo Foraneo Sud.]

Lines 12-13: *Delete* "25" to " $(5^m5)$ " and *substitute* "20 feet ( $6^m1$ ), from a red iron column on a hut, 20 feet ( $6^m1$ )"

Lines 21-31: *Delete and substitute:—*

In 1950, all the moles and quays on the harbour were available for

Line 48: For "Tugs are" read "A tug is"

**Page 562.**—Lines 3-5: *Delete.*

*After line 22 insert:—*

【Lines 42-49: Delete "In" to "(1<sup>m8</sup>)." and substitute:—In 1953, there were depths of from one to 1½ fathoms (1<sup>m8</sup> to 2<sup>m7</sup>) in the entrance, and from ¾ to 1½ fathoms (1<sup>m4</sup> to 2<sup>m3</sup>) in the basins.】

**Line 54:**

A light for the use of aircraft is exhibited, at an elevation of 151 feet (46<sup>m</sup>0), from the top of the radiobeacon.

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9),”

Lower view facing this page: For "Torrenta" read "Torrente"

**Page 564.**—Line 2: *For* " the head " *read* " an iron column, 23 feet (7<sup>m</sup>0) in height, on the head "

*After line 3 insert:—*

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from an iron column, 23 feet (7<sup>m</sup>0) in height, on the head of the western mole.

Line 45: *Delete* " and a patent slip "

**Page 565.**—Lines 6-7: *Delete* “ In 1944 ” to “ moles.”

Lines 8-9: *Delete* "1939" to "basin" and *substitute* "1948, lie alongside in the basins; in [1953], there was a depth of about [7 feet (2<sup>m</sup>1)] in the entrance channel \_\_\_\_\_,"

*After line 13 insert:—*

**Lights.—Fog signal.**—A light is exhibited, at an elevation of

*Page 565 continued.*

69 feet (21<sup>m0</sup>), from a white square brickwork tower, 66 feet (20<sup>m1</sup>) in height, situated a short distance southward of the root of the inner mole.

A light is exhibited, at an elevation of 28 feet (8<sup>m5</sup>), from a red iron structure, 20 feet (6<sup>m1</sup>) in height, on the head of the eastern mole.

A fog signal is sounded near the light-structure on the head of the eastern mole.

A light is exhibited from an iron column on the head of the western mole.

Two lights, disposed vertically, are exhibited, at elevations of 26 and 21 feet (7<sup>m9</sup> and 6<sup>m4</sup>), from a red iron column, 18 feet (5<sup>m5</sup>) in height, on the head of the inner mole.

**Page 566.**—Line 6: *Delete and substitute:—*

“**Lights.**—A light is exhibited, at an elevation of 10 feet (3<sup>m0</sup>), from a red iron framework structure, 7 feet (2<sup>m1</sup>) in height, on the ”

*After line 7 insert:—*

A light is exhibited, at an elevation of 28 feet (8<sup>m5</sup>), from an iron structure, 25 feet (7<sup>m6</sup>) in height, situated on the head of the western mole.

A light is exhibited, at an elevation of 574 feet (175<sup>m0</sup>), from a yellow round tower on a house, 82 feet (25<sup>m0</sup>) in height, on Monte San Bartolo.

*After line 10 insert:—*

**Regulations.**—Special harbour and traffic regulations are in force, a copy of which should be obtained.]

*[Lines 14-16: Delete.]*

*[Line 19: For “ 12 feet (3<sup>m7</sup>) ” read “ 7 feet (2<sup>m1</sup>) ”]*

*After line 20 insert:—*

In 1952, a slipway was constructed in the northern half of the western side of the expansion basin; it is about 265 feet (80<sup>m0</sup>) long, and 165 feet (50<sup>m0</sup>) broad.]

Line 26: *Delete “ Off-lying buoy.—”*

Lines 37-38: *Delete.*

**Page 567.**—Line 11: *Delete and substitute:—*

**Lights.**—**Fog signal.**—A light is exhibited, at an elevation of 28 feet (8<sup>m5</sup>), from a red iron structure, 25 feet (7<sup>m6</sup>) in height, on ”

*[Line 12: Add:—A fog signal is sounded from the light-structure.]*

*Lines 13-15: Delete and substitute:—*

A light is exhibited, at an elevation of 26 feet (7<sup>m9</sup>), from a black iron structure, 25 feet (7<sup>m6</sup>) in height, on the head of the western mole.

*Lines 34-37: Delete and substitute:—*

“**Lights** —”

*Lines 38-39: Delete “ 23 ” to “ (4<sup>m9</sup>) ” and substitute “ 26 feet (7<sup>m9</sup>), from an iron support, 27 feet (8<sup>m2</sup>) ”*

*Lines 41-43: Delete.*

Line 49: *After “ 3½ cables ” insert “ ; in 1950, concrete piles, with a depth of 5 feet (1<sup>m5</sup>) over their heads, extended southward, at a distance of about 8 feet (2<sup>m4</sup>) from the sides of both moles, for distances of about 82 feet (25<sup>m0</sup>), from a position off the elbow of the eastern mole abreast the head of the western mole, and from a position about 200 feet (61<sup>m0</sup>) southward of the head of the western mole ”*

**Page 568**—Line 6: *Add*:—Northerly, easterly and south-easterly seas also raise the water level in the harbour.

Lines 7-12: *Delete and substitute*:—

**Lights.**—**Fog signal.**—Rimini light is exhibited, at an elevation of 95 feet (29<sup>m0</sup>), from a square tower, 89 feet (27<sup>m1</sup>) in height, situated on the eastern bank of the river at the northern end of the town.

A light is exhibited, at an elevation of 26 feet (7<sup>m9</sup>), from a red iron structure, 21 feet (6<sup>m4</sup>) in height, on the head of the eastern mole (*Lat. 44° 05' N., Long. 12° 35' E.*).

A fog signal is sounded at the head of the eastern mole.

A light is exhibited on the head of the western mole.

**After line 30 insert**:—

**Regulations.**—All power vessels when entering, leaving, or making any movement in the port, must proceed at reduced speed to avoid causing a wash which might cause damage to craft at their berths.】

**Page 569.**—Lines 48-49: *Delete* “ 1939 ” “ 12° 25' E. ) ” and *substitute* “ January 1952 there was a depth of about 11 feet (3<sup>m4</sup>), over a distance of about 2 cables in the approach and of from 7 to 11 feet (2<sup>m1</sup> to 3<sup>m4</sup>) in the entrance channel between the moles, and thence a depth of about 7 feet (2<sup>m1</sup>) ”

**Page 570.**—Lines 2-3: *Delete and substitute*:—

**Lights.**—**Fog signal.**—A light is exhibited, at an elevation of 61 feet (18<sup>m6</sup>), from a red square tower on a two-storied dwelling, 58 feet (17<sup>m7</sup>) in height, near the root of the eastern mole.

A light is exhibited, at an elevation of 10 feet (3<sup>m0</sup>), from a red iron framework structure, 7 feet (2<sup>m1</sup>) in height, on the head of the eastern mole.

A fog signal is sounded at the head of the eastern mole.

A light is exhibited from an iron structure on the head of the western mole.

Line 16: \_\_\_\_\_

Lines 32-34: *Delete* “ Two ” to “ other ” and *substitute* “ A light is exhibited, at an elevation of 23 feet (7<sup>m0</sup>), from a black iron structure, 18 feet (5<sup>m5</sup>) in height, on the head of the northern mole.

A light is exhibited, at an elevation of 23 feet (7<sup>m0</sup>), from a white iron structure, 18 feet (5<sup>m5</sup>) in height, situated ”

**After line 34 insert**:—

A light is exhibited, at an elevation of 52 feet (15<sup>m8</sup>), from a red tower, situated about 2½ cables south-westward of the light-structure on the head of the southern mole.】

Line 39: *For* “ can ” *read* “ conical ”

Line 47: *For* “ Marina di Ravenna ” *read* “ Porto Corsini (Marina di Ravenna) ”

Lower view facing this page: *For* “ Marina di Ravenna ” *read* “ Porto Corsini ” in two places.

**Page 571.**—Lines 11-12: *Delete* “ Marina ” to “ Ravenna ” and *substitute* “ Porto Corsini.—Porto Canale.—Buoyage.—Porto Corsini ”

Lines 16, 30-31, 39: *For* “ Marina di Ravenna ” *read* “ Porto Corsini ”

*Page 671 continued.*

Lines 18-19: *Delete* " conical " to " half " and *substitute* " can buoy, moored about three-quarters of "

Line 21: *Delete and substitute*:—

" A second can buoy, painted red, is moored about a quarter of a cable eastward of the molehead and marks the seaward end of the remains of an old mole, almost awash and dangerous even for small boats.

In [1953], there was a least depth of about [18 feet (5<sup>m</sup>5)] in the channel "

[*After line 34 insert*:—

**Regulations.**—Special harbour and traffic regulations are in force, a copy of which should be obtained.]

Lines 36-37: *Delete* " 105 " to " (30<sup>m</sup>5) " and *substitute* " 114 feet (34<sup>m</sup>7), from a white octagonal tower on a building, 108 feet (32<sup>m</sup>9) "

Lines 39-40: *For* " about 2½ cables westward of " *read* " close to "

Lines 43-44: *Delete* [" 26 feet "] to " (4<sup>m</sup>6) " and *substitute* " [27 feet (8<sup>m</sup>2), from] a black iron column, 23 feet (7<sup>m</sup>0) "

*After line 48 insert*:—

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a red iron column, 23 feet (7<sup>m</sup>0) in height, near the head of the southern mole.

Line 50: *For* " red " *read* " green " and *for* " main lighthouse " *read* " signal mast at the root of the southern mole "

Line 53: *After* " display of " *insert* " black "

*Delete* view of Marina di Ravenna lighthouse on this page.

**Page 572.**—Line 2: *After* " Candiano.—" *insert* " **Submarine cables and pipe lines.**—"

Line 3: *For* " Ravenna " *read* " Porto Corsini "

*After line 10 insert*:—

Submarine cables or pipe lines cross Canale Candiano at four places, each of which is indicated by a black notice board with a reversed anchor painted in white upon it; anchorage in the vicinity of these notice boards is prohibited; *see* page 50.

Lines 23, 38, 45, 47: *For* " Marina di Ravenna " *read* " Porto Corsini "

*After line 24 insert*:—

**Traffic signals.**—At night, two *red* lights, disposed horizontally, with a *white* light beneath them, exhibited from the signal mast at the root of the southern mole, indicate that entry to Porto-canale di Porto Corsini is prohibited.

By day this information is conveyed by the display of one black ball at the same mast.

**Page 573.**—Line 3: *For* " Marina di Ravenna " *read* " Porto Corsini "

Line 4-7: *Delete* " trees " to " river." and *substitute* " trees."

Lines 48-49: *Delete and substitute*:—

" **Lights.**—**Fog signal.**—A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a white circular tower on a dwelling, 41 feet (12<sup>m</sup>5) "

Line 51: *Add*:—A fog signal is sounded at the lighthouse.

Lines 52-53: *Delete and substitute*:—

" A light is exhibited from "

**[Page 575.—Line 32: After “ Volano.—” insert “ Light.—”]**

**[After line 42 insert:—**

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a white structure, situated on the beach, about 6½ cables east-south-eastward of Volano tower.]

**Page 576.—Lines 30-34: Delete and substitute:—**

A light is exhibited, at an elevation of 66 feet (20<sup>m</sup>1), from [a white truncated conical tower on a red dwelling], 74 feet (22<sup>m</sup>5) in height, on the south-western side of the mouth of Fiume Po di Goro (Lat. 44° [47'] N., Long. 12° [24'] E.).

**[Lines 45-46: For “ 2¼ miles east-north-eastward ” read “ 1½ miles north-eastward ”]**

**Page 577.—Lines 21-24: Delete “ The light-and- ” to “ This depth ” and substitute “ Vessels should pass eastward of the light-buoy off the river entrance. Shoal water ”**

**Lines 38-41: Delete “ A light ” to “ height ” and substitute “ Punta della Maestra light is exhibited, at an elevation of 156 feet (47<sup>m</sup>5), from a white circular tower, 149 feet (45<sup>m</sup>4) in height, adjoining [two groups of houses ”]**

**Lines 42-43: Delete “ 3 ” to “ bar ” and substitute “ a mile inside the outer edge of the bar, as defined by the 3-fathom (5<sup>m</sup>5) line ”**

**Lines 47-48: For “ 2½ miles eastward ” read “ half a mile east-north-eastward ”**

**Lines 49-53: Delete and substitute:—**

A conical light-buoy, painted in red and white horizontal bands, with the letter ‘ D ’ in white on the sides, and exhibiting a *red flashing* light, is moored about 2½ miles eastward of the light-structure on the northern side of the entrance to Fiume Po della Pila. Vessels should pass eastward of this light-buoy.

*Delete* view of Punta della Maestra lighthouse on this page.

**[Page 578.—Line 10: After “ lights.—” insert “ Buoys.—”]**

**[After line 33 insert:—**

A can buoy, painted in black and white stripes and surmounted by a cross topmark painted black, is moored about 1½ miles eastward of the rear leading light-structure. Vessels intending to enter Porto Levante should make for this buoy, and then steer about 240° for the first black buoy, which marks the beginning of the channel.

The channel is marked by four buoys, the first and last are painted black, the second and third are painted red; these buoys should be left at a distance of not more than 65 feet (20<sup>m</sup>0) on the port hand on entering, and the starboard hand on leaving.

Iron beacons, painted white, with a black disc topmark, are placed between the above four buoys.]

**Page 580.—After line 48 insert:—**

A 13-foot (4<sup>m</sup>0) patch lies on the northern side of the entrance channel about 3½ cables north-eastward of Forte San Felice light-house.

**Page 581.—Line 20: After “ Fog signal.—” insert “ Signal station —Radio D.F. station.—”**

*Page 581 continued.*

**[Line 21: For " 51 feet (15<sup>m</sup>5) " read " 52 feet (15<sup>m</sup>8) "]**

**[Lines 25-26: Delete and] substitute:—**

There is a signal station at Forte San Felice.

There is a radio D.F. station about 2½ cables east-south-eastward of the lighthouse.

**[After line 30 insert:—A fog signal is sounded from the light-structure]**

Lines 34-36: Delete.

Lines 48-53: Delete and substitute:—

**Buoyage.**—Can buoys, Nos. 1 to 18, each surmounted by a ball, are moored between 1½ and 10 cables northward of the light-structure near the Health office.

There are two mooring buoys \_\_\_\_\_  
a short distance south-westward of the lighthouse.

**Page 582.**—*After line 15 insert:—*

It was reported, in 1948, that depths in the basins and channels of the inner harbour were considerably less than those charted.

**Submarine cables.**—Submarine cables are laid at three points in the harbour, i.e. at the root of the mole on the northern side of Bacino di Vigo; at the north-western side of Forte San Felice; and at the Captain of the Port's office; notice boards mark the landing places of the cables and are inscribed " Prohibited anchorage." See page 50.

**Page 583.**—Line 29: For 5¾ fathoms (10<sup>m</sup>5) " read " 38 feet (11<sup>m</sup>6) "

**Page 584.**—Lines 11-18: Delete.

Line 20: For " A white " read " **Off-lying buoy.**—A white "

Line 53: For " 19 feet (5<sup>m</sup>8) " read **[ " 20 feet (6<sup>m</sup>1) " ]**

**Page 585.**—Line 2: For " 1½ " read " 1¼ "

**[Lines 25-26: Delete " A light " to " from " and substitute:—**

" There is " ]

**[Line 29: After " Spignon " insert " tower " and for " lighthouses " read " lighthouse " ]**

Lines 31-33: Delete " 41 " to **[ " height " ]** and substitute " **[ 59 feet (18<sup>m</sup>0) from the top of a two storeyed house " ]**

Delete view of northern breakwater lighthouse, Porto di Malamocco, on this page.

**Page 586.**—**[Line 4: Add:—**In 1953, the signal station was closed down.**]**

**[Lines 14-24: Delete " , two " to " Rocchetta " ]**

Line 25: For " Five can buoys " read " Several mooring buoys "

*After line 39 insert:—*

Anchorage is prohibited in the vicinity of submarine cables laid near the roots of the northern and southern breakwaters; the landing places of the cables are marked by notice boards inscribed " Prohibited anchorage." See page 50.

**[Measured distance.**—There is a measured distance off the coast between Porto di Lido and Porto di Malamocco. The course, about 229°, on the light-structure on the head of the northern breakwater at Porto di Malamocco, leads close by the white conical buoy " Regina Marina," shown on the chart about 2¾ miles eastward of the Malamocco campanile. The first alignment is Hotel Palazzo front, in line with



Page 586 continued.

S. Marco campanile, about  $310^{\circ}$ ; the second alignment is Malamocco campanile, in line with Poveglia campanile, about  $333^{\circ}$ . The distance on the course between these two alignments is 22,245 feet (6,780<sup>m0</sup>); it is not shown on the chart.】

【Line 51: For "Spignon" read "Spignon tower"】

【Line 52: For "lighthouses" read "lighthouse"】

Line 53

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【Page 587.—Lines 42-47: Delete "Entering" to "entrance."】

Page 588.—Line 38: Delete and substitute:—

"vessels drawing 33 feet (10<sup>m1</sup>)"

Lines 44-45: Delete.

Line 47: After "spit" insert ", with depths of 3 fathoms (5<sup>m5</sup>), or less, over it"

Lines 48-50: Delete "; off" to "breakwater"

Line 52: For "1945" read "1950"

Page 589.—Lines 3-4: For "115 feet (35<sup>m0</sup>)" read "114 feet (34<sup>m7</sup>)"

Line 5: After "bands" insert "surmounted by a polygon with four black discs and a staff"

Line 20: Delete "These" to "1945."

Lines 27-32: Delete and substitute:—

"A nauphone is sounded from a beacon"

Line 34: For "20 feet (6<sup>m1</sup>)" read "15 feet (4<sup>m6</sup>)"

Line 35: Delete ", 25" to "height,"

Line 36: For " $1\frac{1}{4}$  cables" read "one cable"

Lines 41-42: Delete " $2\frac{1}{2}$ " to "structure." and substitute "a quarter of a cable north-north-eastward of the northern extremity of Forte San Nicolo."

Lines 48-51: —————

Line 53-54: Delete and substitute:—

Buoyage.—Beacons.—

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Page 590.—Lines 2-7: Delete and substitute:—

A can light-buoy, painted in black and white horizontal bands and exhibiting a *white flashing light every* 【five】 *seconds*, is moored about  $2\frac{1}{4}$  miles south-eastward of the head of the north-eastern breakwater.

Lines 9-10: Delete "A light-buoy" to "cables" and substitute "A can light-and-bell-buoy, painted in red and white vertical stripes, and exhibiting a *red flashing light every two seconds*, duration of flash *half a second*, is moored about one mile"

Line 11: Add:—The bell on this buoy is automatic, giving *one stroke every fifteen seconds*.

Lines 12-13: Delete "buoy" to " $1\frac{1}{2}$ " and substitute "light-buoy, painted in red and white chequers and exhibiting a *red flashing light every two and a half seconds*, is moored on the south-western side of the channel about  $3\frac{1}{2}$ "

Line 15: Delete "buoy" to "chequers" and substitute "light-buoy, painted in black and white chequers and exhibiting a *green flashing light*"

Lines 18-23: Delete and substitute:—

"A conical buoy, painted black, the position of which is approximate,

*Page 590 continued.*

is moored on the north-eastern side of the channel about 9 cables north-westward of the head of the north-eastern breakwater.

A light-buoy, exhibiting a *red fixed* light, is moored on the south-western side of the channel about 7 cables north-westward of the head of the south-western breakwater.

A can light-buoy, painted red, and exhibiting a "

Line 28: *Delete and substitute:—*

" A conical light-buoy, painted black, and exhibiting a "

Lines 33-38: *Delete.*

*After line 41 insert:—*

A framework beacon, painted black, on a square concrete base, 42 feet (12<sup>m</sup>8) high, stands about half a cable westward of the same light-tower.

Line 44: *For " topmark " read " ball "*

Lines 44-45: *For " dei Marani " read " della Navi "*

Line 46: *Delete " A light-buoy " to " cone " and substitute " A light-buoy, painted in black and white horizontal bands "*

Line 48: *Delete and substitute:—*

" north-eastern side of Canale della Navi, about half a mile "

Lines 52-53: *Delete and substitute:—*

" A light-buoy, painted in black and white chequers, surmounted by a cone and exhibiting a *green occulting* light *every second*, is moored "

**Page 591.**—Lines 4-5: *Delete and substitute:—*

" A can light-buoy, painted black, surmounted by a cone and exhibiting a *green occulting* light *every four seconds*, is moored "

Lines 17-22: *Delete and substitute:—*

**Tidal streams.**—The ingoing and outgoing tidal streams in Porto di Lido reach their maximum rates at about the time (G.M.T.) of low water and high water at Gibraltar respectively.

The maximum rate is about 3 knots at springs, but both the rate and the time of slack water are greatly affected by meteorological conditions.

*After line 24 insert:—*

**Variations in mean sea level.**—A strong south-easterly wind at springs causes an extraordinary rise, which sometimes overflows the quays in the city of Venice.

Lines 42-43: *Delete and substitute:—*

On the south-eastern side of the reserved area are numerous aircraft mooring buoys and at the north-eastern end of the area are four deviation buoys.

**Submarine cables.**—Submarine cables are laid at numerous places in the port and anchorage is prohibited in their vicinity; the landing places of the cables are marked by notice boards inscribed " Prohibited anchorage "; see page 50.

*After line 49 insert:—*

**Regulations for vessels carrying dangerous cargoes.**—Special regulations are in force for vessels carrying fuel oil and other inflammable cargoes, a copy of which should be obtained.

Line 52: *For " light-buoy " read " light-and-bell-buoy "*

**Page 592.**—*After line 5 insert:—*

A vessel entering should keep strictly on the leading line until near the light-buoy, exhibiting a *red fixed* light, moored about 7 cables

*Page 592 continued.*

north-westward of the head of the south-western breakwater, when she should steer more northward to pass close north-eastward of that light-buoy; a vessel leaving should also pass close north-eastward of this light-buoy.

Lines 24-25: *Delete "A" to "entrance."*

Line 33: *For "1939" read "1950"*

Line 36: *For "dei Marani" read "della Navi"*

Line 37: *After "channel" insert "leads into Canale dei Marani which, in turn,"*

*After line 44 insert:—*

**[There]** are two mooring buoys on the eastern side just within the entrance.

**Page 593.**—Lines 5 and 44; *For "dell' Impero" read "dei Sette Martiri"*

Line 29: *Delete "and the sides"*

Lines 32-33: *Delete and substitute:—*

A light is exhibited on the eastern and western sides of the northern entrance to Canale di San Servolo, about 6 and  $6\frac{1}{2}$  cables, respectively, north-westward of Santa Maria Elisabetta campanile.

*After line 36 insert:—*

A light is exhibited on the eastern and western sides of the northern entrance to Canale Orfanello, about  $6\frac{3}{4}$  and  $7\frac{1}{4}$  cables north-westward of Santa Maria Elisabetta campanile.

Line 37: *For "western side" read "eastern and western sides"*

*After line 39 insert:—*

A light for the use of aircraft is exhibited, at an elevation of 171 feet ( $52^{\text{m}1}$ ), from an iron framework structure and mast situated on the southern side of the entrance to the Arsenal basin. A light for the use of aircraft is also exhibited, at an elevation of 177 feet ( $54^{\text{m}0}$ ), from a similar structure on the northern side of the same entrance.

Line 41: *After "Marco" insert "and Canale della Guidecca"*

•.

**Page 594.**—*After line 15 insert:—*

*Charts 1442 and 1449.*

**[Line 22: After "basin" insert " , known as Bacino di Marittima, "]**

Line 23: *For "Costanza Ciano" read "Ponente"*

**[Line 24: Delete "was" to " $(7^{\text{m}0})$ " and substitute "were, in 1952 depths of between 25 and 31 feet ( $7^{\text{m}6}$  and  $9^{\text{m}4}$ )"]**

**[Line 25: For "16 feet ( $4^{\text{m}9}$ )" read "17 feet ( $5^{\text{m}1}$ )"]**

**[Line 26: For "20 feet ( $6^{\text{m}1}$ )" read "19 feet ( $5^{\text{m}8}$ )"]**

Line 27: *Add:—*In **[1952]**, on the western side of Molo Ponente, in an area extending about 260 feet ( $79^{\text{m}2}$ ) off the mole **[there were depths of between 23 and 31 feet ( $7^{\text{m}0}$  and  $9^{\text{m}4}$ )]**

**[Lines 28-30: Delete "4" to "mole" and substitute "4 feet ( $1^{\text{m}2}$ ) over it, lies near the north-western corner of this basin"]**

Lines 31-32: *Delete.*

Line 34: *After "vessels" insert "and, in [1952], was dredged to a depth of [34 feet ( $10^{\text{m}4}$ )] over a width of about a cable"*

*After line 38 insert:—*

**Submarine cables.**—*See page 591.*

**Page 595.**—*After line 6 insert:—*

Special regulations are in force for vessels carrying fuel oil and other inflammable cargoes, a copy of which should be obtained.

Line 7: *Delete and substitute:—*

*Chart 1449, plan of Porto Marghera.*

Lines 8-9: *Delete “, which” to “1939,”*

**[Line 10: *For “Stazione Marittima” read “Molo di Ponente”]***

Line 12: *For “Vittorio Emanuele III” read “di Marghera (Vittorio Emanuele III)”*

Line 13: *After “basin” insert “, which, in 1951, was dredged to a depth of about 30 feet (9<sup>m</sup>1),”*

Lines 14-15, 18, 30, 37 and 40: *For “Vittorio Emanuele III” read “di Marghera”*

Line 17: *Add:—In 1949, the least depth in the fairway of Canale di Marghera was about 26 feet (7<sup>m</sup>9).*

Lines 18 and 20: *For “three” read “four”*

**[Line 21: *Add:—In 1954, the depths in Canale di Marghera were approximately 6 feet (1<sup>m</sup>8) deeper than those charted.]***

Line 23: *After “Bacino” insert “Commerciale”*

Line 34: *Delete “a” to “(8<sup>m</sup>5)” and substitute “depths of from 23 to 25 feet (7<sup>m</sup>0 to 7<sup>m</sup>6)”*

Line 36: *After “Brentella,” insert “in which, in 1949, there was a least depth of about 26 feet (7<sup>m</sup>9) in the fairway and”*

Line 38: *For “21 feet (6<sup>m</sup>1)” read “from 24 to 29 feet (7<sup>m</sup>3 to 8<sup>m</sup>8)”*

Lines 42-43: *For “20 feet (6<sup>m</sup>1)” read “25 feet (7<sup>m</sup>6)”*

Line 53: *Delete and substitute:—*

The Harbour office is at the head of Bacino Commerciale No. 1.

**Page 596.**—Line 1: *Delete and substitute:—*

*Chart 1449, plan of Porto Marghera.*

Line 2: *For “Vittorio Emanuele III” read “di Marghera”*

*After line 6 insert:—*

Special regulations are in force for vessels carrying fuel oil and other inflammable cargoes, a copy of which should be obtained.

For submarine cables, *see* pages 50 and 591.

**Page 597.**—Lines 17-21: *Delete.*

**Page 598.**—Line 6: *Add:—Iesolo is the headquarters of the coastguard.*

Lines 7-8: *Delete “40” to “height,” and substitute “148 feet (45<sup>m</sup>1), from a white circular tower with black horizontal bands”*

Line 9: *Add:—In 1948, this light-structure had been demolished and a light was exhibited from an iron framework structure situated about 33 yards (30<sup>m</sup>2) from the old light-tower.*

**Page 599.**—*After line 6 insert:—*

**Shoals.**—A 3-fathom (5<sup>m</sup>5) patch and a 6½-fathom (11<sup>m</sup>4) patch lie about one mile and 2½ miles south-south-eastward of Caorle light structure.

Line 7: *For “Light.—Buoy.—” read “Lights.—Buoy.—”*

*Page 599 continued.*

A light is exhibited, at an elevation of 31 feet (9<sup>m</sup>4), from a red iron structure, 18 feet (5<sup>m</sup>5) in height, situated on the eastern side of the entrance to Porto Santa Margherita.

Line 15: After " **Lights.**—" insert " **Shoals.**—"

After line 27 insert:—

A 3½-fathom (6<sup>m</sup>4) patch lies about 1¾ miles south-south-eastward of the light on the eastern side of the entrance to Porto Falconera; depths of 5¾ to 6½ fathoms (10<sup>m</sup>5 to 11<sup>m</sup>9) lie about half a mile farther south-south-eastward.

**Page 601.**—Left hand column: For " FIUME " read " RIJEČKA "

**Page 603.**—First column: For " Fiume " read " Riječka "

First column, In two places: For " Pola " read " Pula "

**Page 609.**—Appendix IV: For " Page 89, line 20 " read " Page 89, line 21 "

Chapter III: For " Page 90, line 10 " read " Page 97, line 10 "

## NEW AND ALTERED NAMES.

The following list gives new names and alterations in old names which will be adopted in all Hydrographic publications affected as opportunity occurs:—

| New name  | Page of Pilot | Obsolete name           |
|---|---------------|-------------------------|
| Anemomylos, Cape . . .                          | 153           | —                       |
| [Arguco, Rt. . . . .                            | 460           | Aguzzo, Punta]          |
| Baterije point . . . . .                        | 167           | —                       |
| Borgo Piave . . . . .                           | 516           | —                       |
| [Brankorso, Rt . . . . .                        | 459           | Brancorso, Capo]        |
| [Brioni, Luka . . . . .                         | 464           | Brioni, Porto]          |
| [Brioni Otok . . . . .                          | 466           | Brioni Maggiore, Isola] |
| [Brionski, Otoci . . . . .                      | 466           | Brioni, Isole]          |
| [Cane, Valle . . . . .                          | 466           | Can, Valle]             |
| [Conki, Uvala . . . . .                         | 457           | Zonchi Valle]           |
| Corsini, Porto . . . . .                        | 571           | Ravenna, Marina di      |
| [Cubrijan . . . . .                             | 279           | Ciprijan]               |
| Da Chio, Banchina . . . . .                     | 560           | —                       |
| [Debeli, Rt . . . . .                           | 457           | Grosso, Punta]          |
| Dobreč, Rt . . . . .                            | 182           | Luštica, Rt             |
| Donji Krašići . . . . .                         | 182           | Petrovići               |
| Dražin rt . . . . .                             | 189           | Drazen Vrt              |
| Dyko bay . . . . .                              | 54            | —                       |
| Faiakon bay . . . . .                           | 155           | Gouvía harbour          |
| [Fažana . . . . .                               | 461           | Fasana]                 |
| [Fažanski kanal . . . . .                       | 461           | Fasana, Canale di]      |
| [Fizela, Uvala . . . . .                        | 457           | Fisella, Valle]         |
| Foraneo Nord, Molo; Ancona .                    | 560           | —                       |
| Foraneo Sud, Molo; Ancona .                     | 560           | —                       |
| Fustipidima islet . . . . .                     | 155           | —                       |
| [Galija . . . . .                               | 467           | Gallia]                 |
| [Galižana . . . . .                             | 463           | Gallesano]              |
| Generala Petra Drapšina<br>breakwater . . . . . | 446           | Molo Ammiraglio Cagni   |
| [Grongera . . . . .                             | 467           | Gronghera]              |
| Guasco, Calata . . . . .                        | 560           | —                       |
| Jzmetišće rt . . . . .                          | 241           | —                       |
| _____   | —             | _____                   |
| _____   | —             | _____                   |
| _____   | —             | _____                   |
| [Kabula, Hr. . . . .                            | 461           | Cabula, Scoglio]        |
| [Kadena, Uvala . . . . .                        | 462           | Catena Valle]           |
| [Karme, Rt . . . . .                            | 463           | Carmen, Punta]          |
| Kaštel Kambelovcu . . . . .                     | 280           | —                       |
| Kaštel Sućurcu . . . . .                        | 280           | Kaštel Sućurac          |

| New name                   | Page of Pilot | Obsolute name                    |
|----------------------------|---------------|----------------------------------|
| Katartou rock . . . .      | 154           | —                                |
| 【Kozada, Pličina . . . .   | 464           | Cosada, Secca】                   |
| 【Krišto, Rt . . . . .      | 457           | Cristo, Punta】                   |
| 【Kumpare, Rt . . . . .     | 457           | Compare, Capo】                   |
| 【Lako, Uvala . . . . .     | 466           | Lago, Valle】                     |
| 【Laura, Uvala . . . . .    | 462           | Laura Valle】                     |
| Lole Ribara mole . . . .   | 446           | Molo Palermo                     |
| 【Luka . . . . .            | 460           | Valle】                           |
| 【Madona, Uvala . . . . .   | 463           | Madonna Valle】                   |
| Mala Pošte, Uvala . . . .  | 250           | —                                |
| 【Mali Brioni . . . . .     | 461           | Brioni Minore】                   |
| Maljevik, Uvala . . . . .  | 177           | Maljević bay                     |
| Mamula, Oločić . . . . .   | 181           | Lastavica, Otočić                |
| Manganel, Rt . . . . .     | 421           | Spena point                      |
| Marghera, Canale di . . .  | 595           | Vittorio Emanuele III,<br>Canale |
| 【Maric, Uvala . . . . .    | 463           | Maricchio Valle】                 |
| Mašnjak, Rt. . . . .       | 422           | Galto, Punta del                 |
| Mendre, Rt . . . . .       | 173           | Mendra, Rt                       |
| Molnaric, Rt . . . . .     | 442           | Sršica point                     |
| 【Mrtulin Rt . . . . .      | 463           | Mertolin Punta】                  |
| Mugranj, Rt. . . . .       | 421           | —                                |
| 【Mužila, Fort . . . . .    | 459           | Musile Forte】                    |
| Navi, Canale della . . . . | 592           | —                                |
| Ortona . . . . .           | 548           | Ortona a Mare                    |
| 【Otok . . . . .            | 461           | Isola】                           |
| Otok islet . . . . .       | 185           | Milosrde, Otok                   |
| Otokara Keršovani mole .   | 448           | Molo Ancona                      |
| Papás, Port . . . . .      | 75            | —                                |
| 【Peroj . . . . .           | 463           | Peroi】                           |
| 【Pinida, Rt . . . . .      | 459           | Peneda Punta】                    |
| 【Pinida, Uvala . . . . .   | 462           | Terra Alta, Valle】               |
| Pevkakia . . . . .         | 93            | —                                |
| 【Poier . . . . .           | 467           | Pojer】                           |
| Ponente, Molo . . . . .    | 594           | Costanza Ciano, Molo             |
| Poreč luka . . . . .       | 474           | Parenzo, Porto di                |
| 【Porer, Hr. . . . .        | 466           | Porèr, Secca】                    |
| Prestenice, Rt . . . . .   | 438           | Prestenizze, Punta               |
| Prevlaka, Otočić . . . .   | 185           | S. Trojica, Otočić               |
| Pula, Luka . . . . .       | 456           | Pola, Porto di                   |
| Punat . . . . .            | 410           | Aleksandrovo                     |
| 【Rankon, Rt . . . . .      | 462           | Rancon, Punta】                   |
| Ražanj rt . . . . .        | 238           | —                                |
| Repubblica, Calata della . | 560           | —                                |
| Riječka, Luka . . . . .    | 446           | Fiume, Porto di                  |
| Riječki zaliv . . . . .    | 439           | Fiume, Golfo di                  |
| 【Rijeka, Gat . . . . .     | 457           | Fiume, Molo】                     |

NEW AND ALTERED NAMES—*continued.*

| New name                                  | Page of Pilot | Obsolete name                                 |
|---|---------------|---|
| [Rt . . . . .                             | 460           | Punta]  |
| [Runci, Uvala . . . . .                   | 460           | Ronzi Valle]                                  |
| Santa Maria, Pontile;<br>Ancona . . . . . | 560           | Costanzo Ciano, Pontile<br>dell' Impero, Riva |
| Sette Martiri, Riva dei . . . . .         | 593           | —   |
| Splitska quay; Fiume . . . . .            | 446           | Krčki kanal                                   |
| Srednja Vrata kanal . . . . .             | 421           | Maslinik, Otočić                              |
| Stradioli, Otočić Vela . . . . .          | 185           | —   |
| Strosmajerova obala . . . . .             | 283           | —   |
| [Supin Vi, Hr. . . . .                    | 468           | Zumpin Scoglio]                               |
| [Supin M, Otok . . . . .                  | 468           | Zumpin Isolotto]                              |
| [Sveta Katarina, Otok . . . . .           | 457           | Santa Catarina,<br>Isolotto                   |
| [Sveti Andrija, Otok . . . . .            | 457           | Sant' Andrea, Isolotto]                       |
| [Sveti Jerolim, Otok . . . . .            | 459           | San Girolamo Isolotto]                        |
| [Sveti Marko . . . . .                    | 468           | San Marco]                                    |
| [Sveti Mikula . . . . .                   | 467           | San Nicolo]                                   |
| [Sveti Toma, Gat . . . . .                | 457           | San Tomaso, Molo]                             |
| [Sveti Petar, Uvala . . . . .             | 457           | San Pietro, Valle]                            |
| [Sveti Petar Poluotok . . . . .           | 457           | San Pietro, Penisola di]                      |
| Trakhilos, Cape . . . . .                 | 130           | —   |
| [Uliva Pličina . . . . .                  | 458           | Olivi Secca]                                  |
| [Uljanik Otok . . . . .                   | 457           | Olivi Isolotto]                               |
| Valdanos, Uvala . . . . .                 | 176           | Orašac, Uvala                                 |
| [Valelonga, Uvala . . . . .               | 458           | Vallelunga]                                   |
| [Valmajor Uvala . . . . .                 | 457           | Maggiore Valle]                               |
| [Vango Pličina . . . . .                  | 467           | Madonna Secca]                                |
| Vasto . . . . .                           | 547           | Istonio Marina                                |
| Vela Vrata kanal . . . . .                | 439           | Faresina, Canale della                        |
| Velebitski kanal . . . . .                | 419           | Tihi kanal                                    |
| Vellington rt . . . . .                   | 237           | Wellington point                              |
| [Vergarola, Luka . . . . .                | 457           | Vergarola, Valle]                             |
| Viška luka . . . . .                      | 237           | Vis harbour                                   |
| Vladimira Nazora mole . . . . .           | 448           | Molo Genova                                   |
| [Vodnjan . . . . .                        | 463           | Dignano]                                      |
| Zminjac, Rt . . . . .                     | 250           | —   |
| 10 Rujna, Obala . . . . .                 | 445           | Karađordeva obala                             |
| 26 Listopada mole . . . . .               | 283           | Mletački mole                                 |
| XXIX Settembre, Banchina . . . . .        | 560           | —   |







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